SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

COAST DIVISION

150

To Take Effect Sunday, January 10, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN, *General Manager.*	J. W. CORBETT, *Assistant General Manager.*	R. E. HALLAWELL, *General Superintendent of Transportation.*	G. C. BAKER, *Superintendent of Transportation.*	J. J. JORDAN, *Superintendent.*

EASTWARD

SAN FRANCISCO SUBDIVISION.

Time Table No. 150

January 10, 1943

FIRST-CLASS

Capacity of sidings and spurs in car lengths	36	120	174	172	72	170	168	166	164	118	162	116	98	114	250	112	110	108	106	Distance from San Francisco	STATIONS
	Del Monte	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Daylight	Passenger	Passenger	Passenger	Passenger	Express	Passenger		
	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Saturdays only	Leave Saturdays only	Leave Daily	Leave Saturdays only	Leave Saturdays only	Leave Saturdays only	Leave Saturdays only	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily		
San Francisco Yard BKWOIT YP	4.00 PM	3.05 PM	2.15 PM	1.35 PM	1.30 PM	1.10 PM	1.00 PM	12.25 PM	12.10 PM	11.15 AM	10.30 AM	8.18 AM	8.15 AM	7.30 AM		7.00 AM	6.00 AM	2.00 AM	12.30 AM	0.0	TO-R **SAN FRANCISCO** E. 1.9
		f		f								s				s			s	1.9	**23rd STREET** E. 1.2
P		f																		3.1	**NEWCOMB AVE.** E. 1.0
								f												4.1	**PAUL AVE.** E. 1.1
BKWO ITP	4.09	3.16	f 2.25	f 1.45	1.39	1.19	1.09	f 12.36	12.19	11.25	f 10.40	s 8.28	8.24	7.39		s 7.10	s 6.10	2.09	s 12.40	5.2	**BAYSHORE** E. 1.7
KIP																				6.9	R **VISITACION TOWER** E. 1.7
				f							f	f		s		s	s		s	8.6	**BUTLER ROAD** E. 0.7
		s 3.23	s 2.31	s 1.51		s 1.25	1.15	s 12.42	s 12.25	s 11.32	s 10.47	s 8.34		s 7.46		s 7.17	s 6.17	s 2.25	s 12.47	9.3	**SO. SAN FRANCISCO** E. 1.1
Y																				10.4	**TANFORAN WYE** E. 0.6
P		s 3.27	f 2.36	s 1.55		s 1.29		f 12.46		s 11.36	s 10.51	s 8.38				s 7.21	s 6.21	s 2.45	s 12.51	11.0	**SAN BRUNO** E. 1.1
		f	f	f				f		s	f	f				f	s		s	12.1	**LOMITA PARK** E. 2.3
M 48 P		f	f	s		s		f		s	f	s	8.32			s	s	s	s	13.7	**MILLBRAE** E. 0.8
49 Spur P		s 3.36	s 2.46	s 2.04		s 1.38	s 1.22	s 12.55	s 12.35	s 11.45	s 10.59	s 8.47		s 7.55		s 7.29	s 6.30		s 1.02	15.2	**BROADWAY** E. 1.1
65 Spur P		s 3.40	s 2.50	s 2.08	s 1.55	s 1.42	s 1.26	s 12.59	s 12.39	s 11.50	s 11.03	s 8.51		s 7.59		s 7.33	s 6.35	s 3.15	s 1.06	16.3	**BURLINGAME** E. 1.6
M 84 WP		s 3.45	s 2.54	s 2.13	s 1.59	s 1.46	s 1.30	s 1.04	s 12.44	s 11.55 AM	s 11.08	s 8.55	8.37	s 8.03		s 7.37	s 6.40	s 3.45	s 1.10	17.9	**SAN MATEO** E. 1.0
		f	f	f				f		f	f	f				f	f		f	18.9	**HAYWARD PARK** E. 1.1
29 Spur																				20.0	A. B. S. **BAY MEADOWS** E. 0.3
		f		f				f		f	f					f	f		f	20.3	**HILLSDALE** E. 1.6
25 Spur P	4.26	s	s	f		s		f		s	s	s	8.41	s 8.09		s	s	s	s	21.9	**BELMONT** E. 1.9
M 47 P		s 3.56	s 3.06	s 2.24		s 1.56		s 1.15	s 12.54	s 12.05 PM	s 11.18	s 9.05				s 7.48	s 6.51	s 4.05	s 1.23	23.2	**SAN CARLOS** E. 1.6
Yd.Limits		s 4.02	s 3.11	s 2.29	s 2.11	s 2.01	s 1.40	s 1.21	s 12.58	s 12.10	s 11.24	s 9.10		s 8.15		s 7.52	s 6.56	s 4.30	s 1.28	25.4	**REDWOOD CITY** E. 0.8
WIYP	4.32												8.45							26.2	R **REDWOOD JCT.** E. 1.6
		f	f	f			s	f	s	f	f	f				f	f		f	27.8	**ATHERTON** E. 1.1
35 Spur P		s	s	s		s	s	s	s	s	s	s		s 8.21		s	s	s	s	28.9	**MENLO PARK** E. 0.9
48 P	4.37	s 4.13	s 3.22	s 2.40	s 2.20	s 2.12	s 1.51	s 1.32	s 1.09	s 12.20	s 11.35	s 9.19		s 8.26		s 8.02	s 7.06	s 4.55	s 1.38	30.1	**PALO ALTO** E. 2.3
M 50 WYP		s 4.17	s 3.26	s 2.45		s 2.16	s 1.55 PM	s 1.36	s 1.13	s 12.25	s 11.39	s 9.22	8.51			s 8.07	s 7.11	s 5.00	s 1.43	31.8	R **CALIFORNIA AVE.** E. 2.7
																				34.8	**CASTRO** E. 2.4
M 49 P	4.45	s 4.24	s 3.33	s 2.53		s 2.23	Via Los Altos	s 1.44	s 1.21	s 12.33	s 11.46	s 9.29		s 8.35	Via Newark	s 8.14	s 7.20	s 5.25	s 1.50	36.1	**MOUNTAIN VIEW** E. 1.6
72 Spur P		s 4.29	s 3.38	s 2.59	s 2.31	s 2.28		s 1.49		s 12.38	s 11.50	s 9.34	8.58	s 8.40		s 8.19	s 7.26	s 5.40	s 1.55	38.8	**SUNNYVALE** E. 2.0
28 Spur				f							f						f			40.8	**LAWRENCE** E. 3.5
San Jose Yard KIP	4.54	s 4.39	s 3.48	s 3.09	2.39	2.35		s 1.59	1.34	s 12.48	s 11.58 AM	s 9.44	9.03	8.49	8.45 AM	s 8.28	s 7.34	s 5.50	s 2.04	44.3	R **SANTA CLARA** E. 0.9
KP																				45.2	**SAN JOSE YARD** E. 0.5
IP		f	f	f						f	f					s				45.7	**COLLEGE PARK** E. 1.9
BKWO ITYP	s 4.59 PM	s 4.45 PM	s 3.55 PM	s 3.15 PM	s 2.45 PM	s 2.40 PM		s 2.05 PM	s 1.40 PM	s 12.55 PM	s 12.05 PM	s 9.50 AM	s 9.08 AM	s 8.55 AM	s 8.50 AM	s 8.35 AM	s 7.40 AM	s 6.00 AM	s 2.10 AM	46.9	TO-R **SAN JOSE**
	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Saturdays only	Arrive Saturdays only	Arrive Daily	Arrive Saturdays only	Arrive Saturdays only	Arrive Saturdays only	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily		(46.9)
	(0.59) 47.69	(1.40) 28.14	(1.40) 28.14	(1.40) 28.14	(1.15) 37.52	(1.30) 31.27	(0.55) 34.69	(1.40) 28.14	(1.30) 31.27	(1.40) 28.14	(1.35) 29.62	(1.32) 30.59	(0.53) 53.09	(1.25) 33.11	(0.05) 31.20	(1.35) 29.62	(1.40) 28.14	(4.00) 11.73	(1.40) 28.14		..........Time over District ....Average Speed per Hour

See pages 3, 4, 5 and 6 for additional schedules between San Francisco and San Jose.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 72 reduce speed South San Francisco to exchange U. S. Mail.

No. 118 and No. 120 reduce speed Visitacion Tower to exchange U. S. Mail.

San Francisco-San Jose local passenger trains except No. 114 stop on flag at any station Sundays and Holidays, except Aqua, Howest and Romac.

Standard clock and Register at Santa Clara located in interlocking tower.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
36	Burlingame	Receive	Gilroy		Daily
36	Palo Alto	Receive	Watsonville Jct.		Daily

Time Table No. 150

January 10, 1943

SAN FRANCISCO SUBDIVISION

WESTWARD

FIRST CLASS

STATIONS	Distance from San Jose	105	71	107	109	111	113	163	115	117	119	121	123	125	127	129	69	131	75	73	133
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Coaster	Passenger	Lark	Oakland Lark	Passenger
		Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays
TO-R SAN FRANCISCO W. 1.9	46.9	s 6.15 AM	s 6.20 AM	s 6.40 AM	s 7.15 AM	s 7.30 AM	s 7.35 AM	s 8.00 AM	s 7.45 AM	s 7.50 AM	s 8.00 AM	s 8.05 AM	s 8.30 AM	s 8.13 AM	s 8.20 AM	s 8.40 AM	s 8.45 AM	s 8.55 AM	s 9.00 AM		s 9.25 AM
23rd STREET W. 1.2	45.0	s		s	s	s	s	s	s		s										
NEWCOMB AVE. W. 1.0	43.8	s			s																
PAUL AVE. W. 1.1	42.8						s				s										
BAYSHORE W. 1.7	41.7	s 6.01	6.08	s 6.27	s 7.01	s 7.15	7.21	f 7.45	7.32	s 7.40	s 7.46	7.55	8.20	8.03	8.10	8.30	8.35	8.45	8.50		9.15
R VISITACION TOWER W. 1.7	40.0																				
BUTLER ROAD W. 0.7	38.3	s			s	s	s	f	s												
SO. SAN FRANCISCO W. 1.1	37.6	s 5.55	6.01	s 6.20	s 6.53	s 7.06		s 7.37	s 7.22			s 7.49	s 8.14					s 8.39			s 9.09
TANFORAN WYE W. 0.6	36.5																				
SAN BRUNO W. 1.1	35.9	s 5.50		s 6.15	s 6.48	s 6.59		s 7.32	s 7.17		s 7.37					s 8.21		s 8.35			s 9.05
LOMITA PARK W. 1.9	34.8	s		s	s	s	s	f			s					s		s			s
MILLBRAE W. 2.3	33.2	s		s	s			f	s		s				s 7.59			s			s
BROADWAY W. 1.1	31.7	s 5.40		s 6.00	s 6.33		s 6.59	s 7.22		s 7.22		s 7.38	s 8.05	s 7.51		s 8.13		s 8.24			s 8.57
BURLINGAME W. 1.6	30.6	s 5.36	5.48	s 5.56	s 6.29		s 6.55	s 7.18		s 7.18	s 7.24	s 7.34	s 8.01			s 8.09	s 8.16	s 8.20	8.29		s 8.53
SAN MATEO W. 1.0	29.0	s 5.31	5.42	s 5.51	s 6.24	s 6.43	s 6.50	s 7.13	s 7.03	s 7.13		s 7.29	s 7.56			s 8.04		s 8.15			s 8.49
HAYWARD PARK W. 1.1	28.0	f 5.26		f 5.46	f	s		f			s 7.16		s 7.52 7.32	7.45	7.50			s			
BAY MEADOWS W. 0.3	26.9																				
HILLSDALE W. 1.6	26.6	f		f	f			f	s			s 7.21				s					s
BELMONT W. 1.4	25.0	s		s	s		s	f				s		s				s			s
SAN CARLOS W. 2.1	23.7	s 5.19		s 5.37	s 6.10	s 6.29		s 6.57	s 6.51		s 7.08				s 7.45	s 7.53		s 8.05			s 8.38
REDWOOD CITY W. 0.8	21.5	s 5.15		s 5.32	s 6.05	s 6.24		s 6.53	s 6.47		s 7.04				s 7.41	s 7.49		s 8.01			s 8.34
R REDWOOD JCT. W. 1.6	20.7		5.22				6.34			7.00		7.11	7.23	7.34			7.52		8.15		
ATHERTON W. 1.1	19.1	f		f	f		s	f				s		s		s		s			s
MENLO PARK W. 1.5	18.0	s		s	s	s		s		s		s				s		s			s
PALO ALTO W. 1.7	16.8	s 5.05	5.15	s 5.21	s 5.52	s 6.14		s 6.42		s 6.50	s 6.56			s 7.27		s 7.39	s 7.44	s 7.50	s 8.09		s 8.23
R CALIFORNIA AVE. W. 2.7	15.1	s 4.55		s 5.16	s 5.47		s 6.21	s 6.37				s 6.59			s 7.30 AM	s 7.34		s 7.45			s 8.18
CASTRO W. 1.8	12.1	f									f										
MOUNTAIN VIEW W. 2.2	10.8	s 4.47	5.02	s 5.09	s 5.41		s 6.14	s 6.30		s 6.36		s 6.51	7.08	s 7.17	Via Los Altos	s 7.26	7.31	s 7.37	7.58	Via Newark	s 8.12
SUNNYVALE W. 2.0	8.1	f 4.43		s 5.03	s 5.35	s 5.58		s 6.24			s 6.40			s 7.12				s 7.32			s 8.07
LAWRENCE W. 3.5	6.1	f						f	s 6.25												
R SANTA CLARA W. 0.9	2.6	4.35	4.50	s 4.55	s 5.26	5.50	s 6.02	s 6.16		s 6.25		s 6.40	6.55			s 7.14	7.20	s 7.25	7.50	7.52 AM	s 8.00
SAN JOSE YARD W. 0.5	1.7																				
COLLEGE PARK W. 1.9	1.2	f			f		s	f			f					f					
TO-R SAN JOSE	0.0	4.30 AM	4.45 AM	4.50 AM	5.20 AM	5.45 AM	5.55 AM	6.10 AM	6.15 AM	6.20 AM	6.27 AM	6.35 AM	6.50 AM	7.00 AM		7.07 AM	7.15 AM	7.20 AM	7.45 AM	7.47 AM	7.55 AM
(46.9)		Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays
Time over District.......... Average speed per hour..........		(1.45) 26.80	(1.35) 29.62	(1.50) 25.58	(1.55) 24.47	(1.45) 26.80	(1.40) 28.14	(1.50) 25.58	(1.30) 31.27	(1.30) 31.27	(1.33) 30.26	(1.30) 31.27	(1.40) 28.14	(1.13) 38.55	(0.50) 38.16	(1.33) 30.26	(1.20) 35.18	(1.35) 29.62	(1.15) 37.52	(0.05) 31.20	(1.30) 31.27

D.T.

See pages 2, 4, 5 and 6 for additional schedules between San Jose and San Francisco.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

RULE 105. No. 123 will use siding at Hayward Park-San Mateo to allow Nos. 125 and 127 to pass, and freight trains will not use this siding between 7:00 A. M. and 8:00 A. M.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

Standard clock and register at Santa Clara located in interlocking tower.

No. 71 reduce speed at Palo Alto and South San Francisco to exchange U. S. Mail

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
75	Burlingame	Discharge		Santa Barbara	Daily
71	Palo Alto Redwood City San Mateo Burlingame	Discharge		East of San Jose	Daily

EASTWARD

SAN FRANCISCO SUBDIVISION

Time Table No. 150
January 10, 1943

FIRST-CLASS

	Capacity of sidings and spurs in car lengths	150	38	148	70	146	144	142	140	138	136	178	134	132	176	130	128	126	124	122	Distance from San Francisco	STATIONS
		Passenger	Passenger	Passenger	Coaster	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily		
San Francisco yard	BKWOIT YP	7.20 PM	7.05 PM	6.35 PM	6.30 PM	6.00 PM	5.45 PM	5.37 PM	5.33 PM	5.29 PM	5.25 PM	5.23 PM	5.21 PM	5.17 PM	5.03 PM	5.00 PM	4.45 PM	4.40 PM	4.20 PM	4.05 PM	0.0	TO-R **SAN FRANCISCO** E. 1.9
		s		s			s					f			f	s	s		s	s	1.9	**23rd STREET** E. 1.2
	P														f				f		3.1	**NEWCOMB AVE.** E. 1.0
							s					f			f		s				4.1	**PAUL AVE.** E. 1.1
	BKWO ITP	7.30	7.14	6.45	6.39	6.09	s 5.56	5.46	5.42	5.38	5.34	f 5.35	5.30	5.26	f 5.15	5.10	s 4.57	4.49	s 4.32	4.16	5.2	**BAYSHORE** E. 1.7
	KIP																				6.9	R **VISITACION TOWER** E. 1.7
															f			s	s		8.6	**BUTLER ROAD** E. 0.7
		s 7.35		s 6.51			s 6.02	s				s 5.42			s 5.23		s 5.03	4.56	s 4.40		9.3	**SO. SAN FRANCISCO** E. 1.1
	Y																				10.4	**TANFORAN WYE** E. 0.6
	P	s 7.39	7.20	s 6.56		s 6.18		s 5.55				f 5.46			s 5.28		s 5.08		s 4.44	s 4.25	11.0	**SAN BRUNO** E. 1.1
		s		s			s	s				f			f	s		s	s		12.1	**LOMITA PARK** E. 2.3
	M48 P	s		s			s	s				f			f	s		s	s		13.7	**MILLBRAE** E. 0.8
	49 Spur P	s 7.48		s 7.05		s 6.25	s 6.17		s 5.55			s 5.53			s 5.39	s 5.22		s 5.09	s 4.54	s 4.36	15.2	**BROADWAY** E. 1.1
	65 Spur P	s 7.52	s 7.29	s 7.09	s 6.55	s 6.29	s 6.21	s 6.06		s 5.53		s 5.57			s 5.43	s 5.26	s 5.17	s 5.13	s 4.58	s 4.40	16.3	**BURLINGAME** E. 1.6
	M84 WP	s 7.56	s 7.34	s 7.14		s 6.34	s 6.26	6.09	s 6.02		s 5.51	s 6.01		5.39	s 5.49	s 5.30	s 5.22	s 5.18	s 5.03	s 4.45	17.9	**SAN MATEO** E. 1.0
		f		s			s			s		f			f				s		18.9	**HAYWARD PARK** E. 1.1
	29 Spur																				20.0	**BAY MEADOWS** E. 0.3
		f		f		s		s	s		s	f			f		s		f		20.3	**HILLSDALE** E. 1.6
	25 Spur P	s		s			s					f			f		s		s		21.9	**BELMONT** E. 1.9
	M47 P	s 8.06		s 7.26		s		s 6.20	s		s	s 6.14		5.45	s 6.02		s 5.32		s 5.15		23.2	**SAN CARLOS** E. 1.6
Yd.Limits		s 8.11	s 7.45	s 7.31		s 6.49	6.38	s 6.25				s 6.19	s 5.54		s 6.07		s 5.37	s 5.30	s 5.20	s 5.00	25.4	**REDWOOD CITY** E. 0.8
	WIYP													5.50		5.42					26.2	R **REDWOOD JCT.** E. 1.6
		f		f			s		s			f	s		f	s			s	s	27.8	**ATHERTON** E. 1.1
	35 Spur P	s		s		s		s	s			f	s		s	s		s	s		28.9	**MENLO PARK** E. 0.9
	48 P	s 8.21	s 7.53	s 7.42	s 7.15	s 6.59	s 6.52	s 6.35		s 6.15		s 6.31		s 5.56	s 6.19		s 5.45	s 5.40	s 5.31	s 5.09	30.1	**PALO ALTO** E. 2.3
	M50 WYP	s 8.26		s 7.47		s 7.04		s 6.40	6.29	s		s 6.36	6.09	s 6.00 PM	s 6.24	5.54	s 5.50		s 5.36	s 5.14	31.8	R **CALIFORNIA AVE.** E. 2.7
									f			f									34.8	**CASTRO** E. 2.4
	M49 P	s 8.34	8.00	s 7.54	7.23		s 7.02		s 6.35		s 6.22	s 6.44	6.15	Via Los Altos	s 6.32	6.03	5.58	s 5.51	s 5.43	s 5.22	36.1	**MOUNTAIN VIEW** E. 1.6
	72 Spur P	s 8.39		s 7.59		s 7.16		s 6.50	6.40	6.31	6.27	s 6.49	s 6.20		s 6.37	6.08	6.03	s 5.56	s 5.48	s 5.28	38.8	**SUNNYVALE** E. 2.0
	28 Spur																				40.8	**LAWRENCE** E. 3.5
San Jose yard	KIP	f 8.49	8.15	f 8.09	7.34	s 7.24	7.14	6.59	6.47	s 6.39	s 6.34	s 6.57	6.29		s 6.47	s 6.18	6.14	6.04	s 5.57	5.39	44.3	R **SANTA CLARA** E. 0.9
	KP																				45.2	**SAN JOSE YARD** E. 0.5
	IP	f						f				f				f			f		45.7	**COLLEGE PARK** E. 1.9
	BKWO ITYP	s 8.55 PM	s 8.20 PM	s 8.15 PM	s 7.40 PM	s 7.30 PM	s 7.20 PM	s 7.05 PM	s 6.53 PM	s 6.45 PM	s 6.40 PM	s 7.05 PM	s 6.35 PM		s 6.53 PM	s 6.25 PM	s 6.20 PM	s 6.10 PM	s 6.05 PM	s 5.45 PM	46.9	TO-R **SAN JOSE**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily		(46.9)
		(1.35) 29.62	(1.15) 37.52	(1.40) 28.14	(1.10) 40.20	(1.30) 31.27	(1.35) 29.62	(1.28) 31.98	(1.20) 35.18	(1.16) 37.03	(1.15) 37.52	(1.42) 27.59	(1.14) 38.03	(0.43) 44.37	(1.50) 25.58	(1.25) 33.11	(1.35) 29.62	(1.30) 31.27	(1.45) 26.80	(1.40) 28.14		........Time over District ....Average Speed per Hour

A. B. S.

See pages 2, 3, 5 and 6 for additional schedules between San Francisco and San Jose.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

San Francisco-San Jose local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

Standard clock and register at Santa Clara located in interlocking tower.

Time Table No. 150

January 10, 1943

SAN FRANCISCO SUBDIVISION

WESTWARD

FIRST CLASS

STATIONS	Distance from San Jose	135 Passenger Arrive Daily	137 Passenger Arrive Daily Ex. Sundays and Holidays	35 Del Monte Arrive Daily Ex. Sundays and Holidays	39 Del Monte Arrive Sundays and Holidays only	139 Passenger Arrive Daily	141 Passenger Arrive Daily	143 Passenger Arrive Daily	145 Passenger Arrive Daily	37 Passenger Arrive Daily	99 Daylight Arrive Daily	255 Passenger Arrive Daily	147 Passenger Arrive Daily	149 Passenger Arrive Daily Ex. Sundays and Holidays	151 Passenger Arrive Daily	153 Passenger Arrive Daily	155 Passenger Arrive Daily
TO-R SAN FRANCISCO W. 1.9	46.9	s 9.55AM	s 11.10AM	s 11.30AM	s 12.05PM	s 1.25PM	s 3.00PM	s 4.10PM	s 5.20PM	s 5.45PM	s 6.00PM		s 6.40PM	s 7.15PM	s 7.45PM	s 9.30PM	s 11.15PM
23rd STREET W. 1.2	45.0				f		s		s								s
NEWCOMB AVE. W. 1.0	43.8				f												
PAUL AVE. W. 1.1	42.8				f				f								
BAYSHORE W. 1.7	41.7	9.45	11.00	11.20	f 11.50AM	1.15	s 2.49	f 4.00	s 5.06	5.35	5.50		6.30	s 7.05	7.35	f 9.20	s 11.04
R VISITACION TOWER W. 1.7	40.0																
BUTLER ROAD W. 0.7	38.3				f			f	s							f	f
SO. SAN FRANCISCO W. 1.1	37.6		s 10.54	11.14	s 11.42	s 1.09	s 2.43	s 3.54	s 4.59				s 6.24	s 6.59	s 7.28	s 9.13	s 10.57
TANFORAN WYE W. 0.6	36.5																
SAN BRUNO W. 1.1	35.9		s 10.49		f	s 1.05	s 2.39	s 3.37	s 4.52				s 6.19	s 6.49	s 7.22	s 9.09	s 10.53
LOMITA PARK W. 1.9	34.8		f		f	f	f	f	f						f		f
MILLBRAE W. 2.3	33.2		f		f	f	f	s	f				s	s	s	f	s
BROADWAY W. 1.1	31.7	s 9.32	s 10.43		s	s 12.58	s 2.32	s 3.28	s 4.43				s 6.12	s 6.32	s 7.14	s 9.02	s 10.43
BURLINGAME W. 1.6	30.6	s 9.28	s 10.39	s 11.03	s 11.28	s 12.54	s 2.28	s 3.24	s 4.39	s 5.18			s 6.08	s 6.28	s 7.10	s 8.58	s 10.39
SAN MATEO W. 1.0	29.0	s 9.24	s 10.34		s 11.23	s 12.49	s 2.23	s 3.15	s 4.34		5.33		s 6.03	s 6.23	s 7.05	s 8.53	s 10.34
HAYWARD PARK W. 1.1	28.0		f		f	f	f	f	f						f		f
BAY MEADOWS W. 0.3	26.9																
HILLSDALE W. 1.6	26.6		f		f		f	f	f				f	f			f
BELMONT W. 1.4	25.0		s		f	f	s	s	s					s	s	f	f
SAN CARLOS W. 2.1	23.7	s 9.16	s 10.22		f	s 12.38	s 2.13	s	s 4.23					s	s 6.54	s 8.43	s 10.22
REDWOOD CITY W. 0.8	21.5	s 9.12	s 10.18	s 10.52	s 11.05	s 12.34	s 2.09	s 2.53	s 4.19	s 5.04			s 5.48	s 6.05	s 6.50	s 8.39	s 10.18
R REDWOOD JCT. W. 1.6	20.7										5.25						
ATHERTON W. 1.1	19.1		f		f	f	f	f	f					f	f	f	f
MENLO PARK W. 1.5	18.0		s		f	s	s	s	s				s	s	s	f	s
PALO ALTO W. 1.7	16.8	s 9.04	s 10.07	s 10.44	s 10.55	s 12.24	s 1.59	s 2.35	s 4.10	s 4.56			s 5.39	s 5.52	s 6.40	s 8.29	s 10.08
R CALIFORNIA AVE. W. 2.7	15.1	s 8.59	s 10.02		f 10.50	s 12.19	s 1.54	s 2.26	s 4.05	4.52			s 5.33	s 5.41	s 6.35	s 8.24	f 10.03
CASTRO W. 1.8	12.1				f				f								
MOUNTAIN VIEW W. 2.2	10.8	s 8.52	s 9.55		f 10.43	s 12.13	s 1.48	s 2.19	s 3.59	4.48	5.14	Via Newark	s 5.27	s 5.34	s 6.28	s 8.17	s 9.57
SUNNYVALE W. 2.0	8.1		s 9.50	10.35	f 10.38	s 12.08	s 1.43	s 2.14	s 3.54	4.45			s 5.22	s 5.27	s 6.23	s 8.12	s 9.52
LAWRENCE W. 3.5	6.1				f		f	f	f						f		
R SANTA CLARA W. 0.9	2.6		s 9.42	10.30	f 10.31	s 12.01PM	s 1.36	s 2.06	s 3.46	4.40		5.10PM	s 5.15	s 5.20	s 6.16	s 8.05	s 9.45
SAN JOSE YARD W. 0.5	1.7																
COLLEGE PARK W. 1.9	1.2				f		f	f	f						f		
TO-R SAN JOSE	0.0	8.38AM	9.37AM	10.25AM	10.25AM	11.55AM	1.30PM	2.00PM	3.40PM	4.35PM	5.02PM	5.05PM	5.10PM	5.15PM	6.10PM	8.00PM	9.40PM
(46.9)		Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily
Time over District.......... Average Speed per Hour.....		(1.17) 36.55	(1.33) 30.26	(1.05) 43.29	(1.40) 28.14	(1.30) 31.27	(1.30) 31.27	(2.10) 21.65	(1.40) 28.14	(1.10) 40.20	(0.53) 48.52	(0.05) 31.20	(1.30) 31.27	(2.00) 23.45	(1.35) 29.62	(1.30) 31.27	(1.35) 29.62

A. B. S.

D. T.

See pages 2, 3, 4 and 6 for additional schedules between San Jose and San Francisco.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than 10 minutes, except between limits of Fourth Street and Potrero interlocking plants, San Francisco. Freight trains must be clear of main track and insulated joints at passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at place where traffic is received or discharged at stations between San Francisco and San Jose and on Santa Clara-Newark line will apply at junction switch, Santa Clara.

No. 35 reduce speed at South San Francisco to dispatch U. S. Mail.

San Jose-San Francisco local passenger trains stop on flag at any station Sundays and Holidays, except Aqua, Howest, Romac.

Standard clock and register at Santa Clara located in interlocking tower.

Capacity of sidings and spurs in car lengths	THIRD CLASS			SECOND CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 150 January 10, 1943	Distance from San Jose	THIRD CLASS			
	472 Freight	402 Freight	408 Freight	766 Freight	156 Passenger	154 Passenger	76 Lark	152 Passenger	74 Oakland Lark				401 Freight	473 Freight	477 Freight	767 Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
San Francisco yard BKWOIT YP					11.00PM	9.45PM	9.00PM	8.20PM		0.0	TO-R SAN FRANCISCO E. 1.9 — W. 1.9	46.9				
					s					1.9	23rd STREET E. 1.2 — W. 1.2	45.0				
P										3.1	NEWCOMB AVE. E. 1.0 — W. 1.0	43.8				
										4.1	PAUL AVE. E. 1.1 — W. 1.1	42.8				
BKWO IPT	10.05PM	8.00PM	5.00AM	9.15PM	f 11.11	9.54	9.09	f 8.29		5.2	BAYSHORE E. 1.7 — W. 1.7	41.7	4.10AM	12.10PM	7.55PM	10.00PM
KIP										6.9	R VISITACION TOWER E. 1.7 — W. 1.7	40.0				
										8.6	BUTLER ROAD E. 0.7 — W. 0.7	38.3				
					s 11.17	s 10.00		s 8.35		9.3	SO. SAN FRANCISCO E. 1.1 — W. 1.1	37.6				
Y										10.4	TANFORAN WYE E. 0.6 — W. 0.6	36.5				
P					s 11.22	s 10.05	9.15	s 8.39		11.0	SAN BRUNO E. 1.1 — W. 1.1	35.9				
					f	s		f		12.1	LOMITA PARK E. 2.3 — W. 1.9	34.8				
M 48 P					f	s		f		13.7	MILLBRAE E. 0.8 — W. 2.3	33.2				
49 Spur P					s 11.31	s 10.16		s 8.48		15.2	BROADWAY E. 1.1 — W. 1.1	31.7				
65 Spur P					s 11.35	s 10.20	s 9.22	s 8.52		16.3	BURLINGAME E. 1.6 — W. 1.6	30.6				
M 84 WP					s 11.39	s 10.24		s 8.56		17.9	SAN MATEO E. 1.0 — W. 1.0	29.0				
					f	f		f		18.9	HAYWARD PARK E. 1.1 — W. 1.1	28.0				
29 Spur										20.0	BAY MEADOWS E. 0.3 — W. 0.3	26.9				
					f	f		f		20.3	A. B. S. HILLSDALE E. 1.6 — W. 1.6 D. T.	26.6				
25 Spur P					f	s		f		21.9	BELMONT E. 1.9 — W. 1.4	25.0				
M 47 P					s 11.50	s 10.35		s 9.08		23.2	SAN CARLOS E. 1.6 — W. 2.1	23.7				
Yd. Limits					s 11.54PM	s 10.39		s 9.12		25.4	REDWOOD CITY E. 0.8 — W. 0.8	21.5				
WIYP	10.50PM	8.50PM	5.50AM	10.05			9.33			26.2	R REDWOOD JCT. E. 1.6 — W. 1.6	20.7	3.10AM	11.10AM	6.55PM	9.05
					f	f		f		27.8	ATHERTON E. 1.1 — W. 1.1	19.1				
35 Spur P	Via Dumbarton	Via Dumbarton	Via Dumbarton		s	s		s		28.9	MENLO PARK E. 0.9 — W. 1.5	18.0	Via Dumbarton	Via Dumbarton	Via Dumbarton	
48 P					s 12.05AM	s 10.50	s 9.40	s 9.22		30.1	PALO ALTO E. 2.3 — W. 1.7	16.8				
M 50 WYP					s 12.10	s 10.55		s 9.27		31.8	R CALIFORNIA AVE. E. 2.7 — W. 2.7	15.1				
								f		34.8	CASTRO E. 2.4 — W. 1.8	12.1				
M 49 P					s 12.18	s 11.03	9.47	s 9.34	Via Newark	36.1	MOUNTAIN VIEW E. 1.6 — W. 2.2	10.8				
72 Spur P					s 12.23	s 11.08		s 9.39		38.8	SUNNYVALE E. 2.0 — W. 2.0	8.1				
28 Spur								f		40.8	LAWRENCE E. 3.5 — W. 3.5	6.1				
San Jose yard KIP					f 12.33	f 11.18	9.57	s 9.49	9.43PM	44.3	R SANTA CLARA E. 0.9 — W. 0.9	2.6				
KP				10.45PM						45.2	SAN JOSE YARD E. 0.5 — W. 0.5	1.7				
IP					f	f		f		45.7	COLLEGE PARK E. 1.9 — W. 1.9	1.2				
BKW OITPY				12.01AM	s 12.40AM	s 11.25PM	s 10.03PM	s 9.55PM	s 9.50PM	46.9	TO-R SAN JOSE	0.0				8.20PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		46.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(0.45) 28.00	(0.50) 25.20	(0.50) 25.20	(2.46) 15.07	(1.40) 28.14	(1.40) 28.14	(1.03) 44.67	(1.35) 33.11	(0.07) 22.29		Time over District Average Speed per Hour		(1.00) 21.00	(1.00) 21.00	(1.00) 21.00	(1.40) 25.02

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Standard clock and register at Santa Clara located in interlocking tower.

No. 76 reduce speed at San Mateo to 25 MPH to dispatch U. S. Mail.

EASTWARD — SAN FRANCISCO SUBDIVISION — WESTWARD

Capacity of Sidings and spurs in car lengths	FIRST CLASS 132 Passenger	FIRST CLASS 168 Passenger	FIRST CLASS 192 Equipment	Distance from San Francisco		Time Table No. 150 January 10, 1943 Los Gatos Branch STATIONS	Distance from Los Gatos	FIRST CLASS 127 Passenger	FIRST CLASS 185 Equipment	FIRST CLASS 193 Equipment
	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only	Leave Daily Ex. Sundays and Holidays					Arrive Daily Ex. Sundays and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sat., Sun. and Holidays
San Jose yard BKWO ITYP			5.50 AM	46.9	TO-R	SAN JOSE	8.9		3.26 PM	7.31 PM
						E. 0.4 — W. 0.4				
I	Via Los Altos	Via Los Altos		47.6	A.B.S.	W. P. R. R. Crossing	8.2	Via Los Altos		
						E. 3.3 — W. 3.4				
45 WP			6.02	50.7		CAMPBELL	5.1		3.14	7.19
						E. 2.5 — W. 2.3				
P	6.41 PM	2.35 PM	6.10	53.3 51.8	R	VASONA JUNCTION	2.5	s 6.46 AM	3.05	7.10
						E. 2.4 — W. 2.6				
Yard Limits 17 WP	s 6.50 PM	s 2.45 PM	s 6.20 AM	54.3	TO-R	LOS GATOS	0.0	6.40 AM	2.55 PM	7.00 PM
	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only	Arrive Daily Ex. Sundays and Holidays			(8.9)		Leave Daily Ex. Sundays and Holidays	Leave Saturdays only	Leave Daily Ex. Sat., Sun. and Holidays
	(0.09) 16.67	(0.10) 15.00	(0.30) 17.80			Time over District Average Speed per Hour		(0.06) 25.00	(0.31) 17.23	(0.31) 17.23

EASTWARD — SAN FRANCISCO SUBDIVISION — WESTWARD

Capacity of sidings and spurs in car lengths	FIRST CLASS 132 Passenger	FIRST CLASS 168 Passenger	Distance from San Francisco		Time Table No. 150 January 10, 1943 Los Altos Branch STATIONS	Distance from Vasona Jct.	FIRST CLASS 127 Passenger
	Leave Daily Ex. Sat., Sun. and Holidays	Leave Saturdays only					Arrive Daily Ex. Sundays and Holidays
28 WYP	6.01 PM	1.56 PM	31.8	R	CALIFORNIA AVE.	16.3	s 7.25 AM
					E. 3.7 — W. 3.7		
11 Spur P	s 6.11	s 2.06	35.7		LOS ALTOS	12.4	s 7.16
					E. 1.8 — W. 1.8		
	s	s	37.5		SPRINGER ROAD	10.6	f
					E. 0.7 — W. 0.7		
	s	s	38.2		LOYOLA	9.9	f
					E. 0.9 — W. 1.7		
65 W	f	f	39.7		SIMLA	8.4	f
					E. 1.9 — W. 1.1		
7 Spur	s 6.22	s 2.17	41.0		MONTA VISTA	7.1	f 7.04
					E. 2.8 — W. 2.8		
	f	f	43.8		AZULE	4.3	f
					E. 1.4 — W. 1.4		
	s 6.31	f 2.26	45.2		CONGRESS JCT.	2.9	f 6.54
					E. 0.9 — W. 0.9		
	f	f	46.1		SAN TOMAS	2.0	f
					E. 0.8 — W. 0.8		
	f	f	46.9		POLLARD ROAD	1.2	f
					E. 0.9 — W. 0.9		
	f	f	47.8		QUITO	0.3	f
					E. 0.3 — W. 0.3		
YP	f 6.41 PM	f 2.35 PM	48.1 51.8	R	VASONA JCT.	0.0	6.46 AM
	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Saturdays only			(16.3)		Leave Daily Ex. Sundays and Holidays
	(0.40) 24.45	(0.39) 25.08			Time over District Average Speed per Hour		(0.39) 25.08

EASTWARD — SAN FRANCISCO SUBDIVISION — WESTWARD

	Mile Post Location	Time Table No. 150 January 10, 1943 San Bruno Branch STATIONS	Distance from San Bruno
San Francisco Yard	4.0	BERNAL	9.6
		1.2	
	5.2	ELKTON	8.4
		1.1	
	6.3	OCEAN VIEW	7.3
		1.1	
	7.4	DALY CITY	6.2
		0.7	
	8.1	UNION PARK	5.5
		0.4	
	8.5	COLMA	5.1
		1.2	
	9.7	EMANUEL	3.9
		1.7	
	11.4	BADEN	2.2
		1.6	
	13.0	TANFORAN	0.6
		0.6	
	13.6	SAN BRUNO	0.0
		(9.6)	

EASTWARD — SAN FRANCISCO SUBDIVISION — WESTWARD

Capacity of Sidings and spurs in car lengths	SECOND CLASS 774 Freight	Distance from San Francisco		Time Table No. 150 January 10, 1943 Santa Cruz Branch STATIONS	Distance from Olympia	THIRD CLASS 773 Freight
	Leave Daily Ex. Sundays					Arrive Daily Ex. Sundays
BKWOTYP Watsonville Jct. yard	8.30 AM	100.4 100.5	TO-R	WATSONVILLE JCT.	28.9	5.00 PM
				E. 1.5 — W. 1.5		
		102.0		WATSONVILLE	27.4	
				E. 1.8 — W. 2.1		
33 P		104.0		NUGA	25.4	
				E. 3.4 — W. 3.2		
12 P		107.3		ELLICOTT	22.1	
				E. 5.5 — W. 5.6		
9 P	9.05	112.8		APTOS	16.6	4.20
				E. 3.1 — W. 3.2		
17 P		115.9		CAPITOLA	13.5	
				E. 3.6 — W. 3.3		
Yard Limits 5 Spur		119.4	A. B. S.	SEABRIGHT	10.0	
				E. 0.7 — W. 0.7		
		120.1		CASINO	9.3	
				E. 0.5 — W. 0.5		
BKWO TYP	9.45 AM	120.6	TO-R	SANTA CRUZ	8.8	3.45 PM
				E. 1.2 — W. 1.2		
16		121.8		EBLIS	7.6	
				E. 2.5 — W. 2.8		
23 P		124.4		RINCON	5.0	
				E. 2.2 — W. 1.9		
		126.5		BIG TREES	2.9	
				E. 0.3 — W. 0.7		
8 Yard Limits 31 WP		127.4	TO	FELTON	2.0	
				E. 0.9 — W. 0.5		
		127.7		MT. HERMON	1.7	
				E. 1.5 — W. 1.8		
13 P		129.4		OLYMPIA	0.0	
	Arrive Daily Ex. Sundays			(28.9)		Leave Daily Ex. Sundays
	(1.15) 16.08			Time over District Average Speed per Hour		(1.15) 16.08

EASTWARD — SAN FRANCISCO SUBDIVISION — WESTWARD

Capacity of Sidings and spurs in car lengths	SECOND CLASS 774 Freight	Mile Post Location		Time Table No. 150 January 10, 1943 Davenport Branch STATIONS	Distance from Davenport	THIRD CLASS 773 Freight
	Leave Daily Ex. Sundays					Arrive Daily Ex. Sundays
Yard Limits BKWO TYP	11.00 AM	120.6 79.2	TO-R	SANTA CRUZ	11.5	2.45 PM
				E. 1.5 — W. 2.0		
44		81.1		ORBY	9.6	
				E. 2.5 — W. 2.0		
2 Spur		83.4		WILDER	7.3	
				E. 2.4 — W. 2.7		
33		85.9		GORDOLA	4.8	
				E. 1.0 — W. 0.6		
2 Spur		86.7		MAJORS	4.0	
				E. 4.0 — W. 4.0		
WYP	12.01 PM	90.7	R	DAVENPORT	0.0	1.45 PM
	Arrive Daily Ex. Sundays			(11.5)		Leave Daily Ex. Sundays
	(1.01) 11.31			Time over District Average Speed per Hour		(1.00) 11.50

RULES 72 and S-72. Westward trains are superior to trains of the same class in the opposite direction: Exceptions:

No. 192 superior to No. 127.

No. 168 superior to No. 185.

No. 132 superior to No. 193.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
127-132-168	Road Crossing 1.4 mile west of Azule	Receive or Discharge	Any Station	Any Station	Daily
127 132 168	Alta Mesa M.P. 34	Receive or Discharge	Any Station	Any Station	Daily
127-132-168	Neal M.P. 33	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD

SAN FRANCISCO SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS						Distance from San Francisco		Time Table No. 150 January 10, 1943	
	770	768	766	76	38	70	36	72	98			STATIONS	
	Freight	Freight	Freight	Lark	Passenger	Coaster	Del Monte	Passenger	Daylight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
San Jose yard BKWO ITYP	2.00PM	4.40AM	12.01AM	10.10PM	8.30PM	7.52PM	5.10PM	3.00PM	9.13AM	46.9	A. B. S.	TO-R **SAN JOSE** E. 2.2	O.T.C.
I										49.1		W.P.R.R. Crossing E. 2.3	
P	2.15	4.55	12.15	10.17	8.37	7.59	5.17	3.07	9.18	51.4 55.3		**LICK** E. 6.7	D.T.
E 212 M 94 WP	2.35	5.15	12.35	10.26	8.45	8.08	5.25	3.15	9.26	63.1		TO **COYOTE** E. 4.1	
129 P	2.43	5.23	12.43	10.30	8.49	8.12	5.29	3.19	9.30	66.3		**PERRY** E. 3.1	
23 Spur P										69.2		**MADRONE** E. 1.4	
125 P	3.03	5.43	1.03	10.35	8.54	8.17	5.33	s 3.26	9.34	70.8		TO **MORGANHILL** E. 3.4	
130 P	3.09	5.49	1.09	10.39	8.58	8.21	5.37	3.30	9.37	74.6		**SAN MARTIN** E. 2.9	
129 P	3.14	5.54	1.14	10.42	9.01	8.24	5.40	**3.33**	9.40	77.0		**RUCKER** E. 4.2	
M 98 Yard Limits WTP	**3.20**	6.01	1.21	10.46	s 9.08	s 8.30	s 5.46	s **3.42**	**9.44**	80.7		TO-R **GILROY** E. 2.0	D.T.
P										83.2		**CARNADERO** E. 3.4	
125 WP	3.30	6.10	1.30	10.53	9.16	8.38	5.54	3.51	9.50	87.1		**SARGENT** E. 4.2	
127 P	3.45	6.25	1.45	11.01	9.24	8.47	6.02	4.00	9.59	91.9		**CHITTENDEN** E. 2.2	
P	3.49	6.29	1.50	11.03	9.26	8.49	6.04	4.02	10.01	93.2		**LOGAN** E. 1.6	D.T.
33 Spur P								f		94.6		**AROMAS** E. 4.0	
Watsonville Jct. yard BKWOTYP	4.05PM	6.50AM	2.05AM	s 11.14PM	s 9.36PM	s 8.59PM	s 6.15PM	s 4.12PM	10.10AM	100.4		TO-R **WATSONVILLE JCT.**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(49.6)	
	(2.05) 23.81	(2.10) 22.89	(2.04) 24.00	(1.04) 46.50	(1.06) 45.09	(1.07) 44.42	(1.05) 45.80	(1.12) 41.33	(0.57) 52.21			............Time over District ....Average Speed per Hour	

EASTWARD SAN FRANCISCO SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	Time Table No.150 January 10, 1943 Lick Branch STATIONS	Distance from Alamitos
San Jose yard 11 Spur P		51.4 55.3	**LICK** 3.6	3.6
San Jose yard 10		58.9	**ALAMITOS**	0.0
			(3.6)	

Capacity of Sidings and Spurs in Car Lengths		Distance from San Francisco	Time Table No. 150 January 10, 1943 Hollister Branch STATIONS	Distance from Hollister
P		83.2	**CARNADERO** E. 11.9 — W. 12.1	11.7
16 WP		94.9	**HOLLISTER**	0.0
			(11.7)	

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily

Time Table No. 150
January 10, 1943

		Distance from Watsonville Jct.	FIRST CLASS							THIRD CLASS			
			71 Passenger	**69** Coaster	**75** Lark	**35** Del Monte	**39** Del Monte	**37** Passenger	**99** Daylight	**761** Freight	**763** Freight	**765** Freight	**767** Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R **SAN JOSE** W. 2.2	C.T.C.	49.6	s 4.25 AM	s 7.01 AM	s 7.30 AM	s 10.20 AM	s 10.20 AM	s 4.24 PM	s 4.55 PM	5.30 AM	11.50 AM	4.45 PM	8.20 PM
W.P.R.R. Crossing W. 2.3		47.4											
LICK W. 9.8	D.T.	45.1	4.15	6.52	7.21	10.12	10.12	4.13	4.48	5.11	11.36	4.28	8.01
TO **COYOTE** W. 2.3		37.3	4.06	6.44	7.13	10.04	10.04	4.05	4.41	5.01	11.26	4.18	7.51
PERRY W. 1.8		34.1	4.02	6.39	7.09	10.00	10.00	4.01	4.38	4.54	11.19	4.11	7.44
MADRONE W. 2.7		31.2											
TO **MORGANHILL** W. 3.4		29.6	s 3.57	6.34	7.04	9.55	9.55	3.55	4.34	4.45	11.10	4.02	7.35
SAN MARTIN W. 3.0	A.B.S.	25.8	3.51	6.29	7.00	9.51	9.51	**3.51**	4.31	4.35	11.00	**3.51**	7.25
RUCKER W. 4.0		23.4	3.48	6.25	6.57	9.48	9.48	3.47	4.28	4.25	10.50	**3.33**	7.15
TO-R **GILROY** W. 1.0	D.T.	19.7	s 3.43	s 6.20	6.53	s **9.44**	s **9.44**	s **3.42**	4.24	4.15	10.40	**3.20**	7.05
CARNADERO W. 4.6		17.2											
SARGENT W. 4.3		13.3	3.27	6.07	6.44	9.33	9.33	3.26	4.18	3.55	10.25	2.45	6.45
CHITTENDEN W. 0.9		8.5	3.19	5.59	6.36	9.25	9.25	3.18	4.10	3.39	10.09	2.29	6.29
LOGAN W. 1.6	D.T.	7.2	3.17	5.57	6.34	9.23	9.23	3.16	4.08	3.35	10.05	2.25	6.25
AROMAS W. 5.4		5.8	f										
TO-R **WATSONVILLE JCT.**		0.0	3.05 AM	5.45 AM	6.23 AM	9.13 AM	9.13 AM	3.05 PM	4.01 PM	3.10 AM	9.40 AM	2.00 PM	6.00 PM
(49.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District Average Speed per Hour			(1.20) 37.20	(1.16) 39.16	(1.07) 44.42	(1.07) 44.42	(1.07) 44.42	(1.19) 37.67	(0.54) 55.11	(2.20) 21.26	(2.10) 22.89	(2.45) 18.04	(2.20) 21.26

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. Schedule time and train orders will apply at the end of double track at Lick, Coyote, Gilroy, Sargent and Logan, except that of eastward trains at Gilroy will apply at train-order signal.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Any Station	Discharge		Los Angeles	Daily

EASTWARD

SALINAS SUBDIVISION

Capacity of sidings and spurs in car lengths	SECOND CLASS						FIRST CLASS						Distance from San Francisco		Time Table No. 150 January 10, 1943
	772	770	768	764	762	766	76	38	70	36	72	98			
	Freight	Freight	Freight	Freight	Freight	Freight	Lark	Passenger	Coaster	Del Monte	Passenger	Daylight			
	Leave Daily Ex. Sundays	Leave Daily	Leave Daily	Leave Daily Ex. Sundays	Leave Daily Ex. Sundays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
Watsonville Jct. Yard BKWOTYP	11.30PM	4.35PM	10.20AM	6.40AM	6.30AM	3.50AM	11.20PM	9.50PM	9.15PM	6.20PM	4.30PM	10.10AM	100.4	A. B. S.	TO-R **WATSONVILLE JCT.** E. 6.9
104 P	11.43	4.48	10.33	6.53	6.43	4.03	11.28	9.58	9.23	6.27	4.37	10.17	105.8		**ELKHORN** E. 4.6
132 Yard Limits WYP	11.53PM	4.58	10.43	7.03AM	6.53	4.13	11.34	10.04	9.29	s **6.35**	s 4.46	10.23	110.4		TO-R **CASTROVILLE** E. 3.7
Yard Limits 62 P							11.38	10.08	9.33		4.50		113.9		**COOPER** E. 3.3
Yard Limits BKWOTP	12.10AM	5.15	10.57		7.10AM	4.30	s 11.48	s 10.34	s 9.50		s 5.10	s 10.36	118.2		TO-R **SALINAS** E. 3.2
Yard Limits 93 YP		5.22	11.02			**4.47**	11.52PM	10.38	9.53		5.14	10.39	120.3		**SPRECKELS JCT.** E. 4.9
44 P		5.30	11.10			5.04		10.43	9.58		5.19	10.44	125.3		**SPENCE** E. 3.5
101 WP		**5.38**	11.18			**5.25**	12.01AM	10.48	10.03		s **5.26**	10.47	129.1		**CHUALAR** E. 3.1
44 P													131.9		**PENVIR** E. 2.1
119 P		5.47	11.27			5.39	12.07	10.54	10.10		s 5.37	10.52	135.1		TO **GONZALES** E. 6.4
41 P		5.57	11.37			5.49	12.13	11.00	10.16		5.43		140.6		**CAMPHORA** E. 2.8
Yard Limits 156 KWP		6.03	11.43			5.55	12.16	11.03	10.19		s 5.55	10.59	143.6		TO-R **SOLEDAD** E. 4.8
102 P		6.11	11.51			6.05	12.21	11.08	10.24		6.01		148.3		**HARLEM** E. 4.2
43 P		6.18	11.58AM			6.13					f	11.07	152.3		**METZ** E. 6.3
76 P		6.29	12.09PM			6.25	**12.33**	11.20	10.33		6.15		158.9		**COBURN** E. 2.9
76 Spur Y													161.0		**ELSA** E. 1.7
Yard Limits 117 KWP		6.40PM	12.20PM			6.35AM	12.39AM	s 11.25PM	s 10.38PM		s 6.20PM	11.19AM	163.7		TO-R **KING CITY**
	Arrive Daily Ex. Mondays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays	Arrive Daily Ex. Sundays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(63.3)
	(0.40) 26.70	(2.05) 30.38	(2.00) 31.65	(0.23) 26.09	(0.40) 26.70	(2.45) 23.02	(1.19) 48.08	(1.35) 39.98	(1.23) 45.76	(0.15) 40.00	(1.50) 34.53	(1.09) 55.04			Time over District Average Speed per Hour

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. At Salinas schedule time and train orders will apply Eastward at crossover west of Signal 1185. At Gonzales Eastward at crossover at station. At Del Monte Westward at crossover just west of station; Eastward at crossover just east of station. At Monterey Westward at first crossover just west of scale house; Eastward at east end of siding.

No. 70 reduce speed Saturday to 30 MPH at Soledad, to dispatch papers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
35-36-39	Marina	Receive or Discharge			Daily

EASTWARD

SALINAS SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	SECOND CLASS 764 Freight Leave Daily Ex. Sundays	FIRST CLASS 36 Del Monte Leave Daily	Distance from San Francisco	Time Table No. 150 January 10, 1943 Monterey Branch STATIONS	Distance from Lake Majella	FIRST CLASS 35 Del Monte Arrive Daily Ex. Sundays and Holidays	FIRST CLASS 39 Del Monte Arrive Sundays and Holidays only	THIRD CLASS 769 Freight Arrive Daily Ex. Sundays
Yard Limits 132 WYP	7.10AM	6.38PM	110.4	TO-R **CASTROVILLE** E. 1.0 — W. 1.8	19.6	s 8.50AM	s 8.50AM	3.30PM
77 P	7.12	6.40	111.5	**GAY** E. 1.2 — W. 0.6	18.5	8.47	8.47	3.25
14	7.15	6.42	112.4	**NASHUA** E. 1.5 — W. 1.5	17.6	8.43	8.43	3.20
13 P	7.21	6.47	113.9	**NEPONSET** E. 4.6 — W. 5.5	16.1			3.05
101 P		f	119.0	**ORD** E. 1.3 — W. 0.4	11.0	f	f	
16 P	7.40		119.7	**GIGLING** E. 0.6 — W. 0.6	10.3	8.26	8.26	2.45
12			120.4	**WORKFIELD** E. 2.9 — W. 2.9	9.6			
9			123.3	**SEASIDE** E. 1.6 — W. 1.5	6.7			
Yard Limits W117 P		s 7.15	124.9	**DEL MONTE** E. 0.8 — W. 0.8	5.1	s 8.15	s 8.15	
P	**8.10**	s 7.18	125.7	TO **MONTEREY** E. 2.6 — W. 2.6	4.3	s **8.10**	s **8.10**	2.00PM
Yard Limits KWTP	8.45AM	s 7.55PM	128.3	TO-R **PACIFIC GROVE** E. 1.6 — W. 1.6	1.7	7.45AM	7.45AM	11.30AM
27 Spur			129.9	**ASILOMAR** E. 0.1 — W. 0.1	0.1			
			130.0	**LAKE MAJELLA**	0.0			
	Arrive Daily Ex. Sundays	Arrive Daily		(19.6)		Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily Ex. Sundays
	(1.35) 11.35	(1.17) 13.94		Time over District Average Speed per Hour		(1.05) 16.53	(1.05) 16.53	(4.00) 04.47

EASTWARD

SALINAS SUBDIVISION

WESTWARD

Capacity of sidings and spurs in car lengths	Distance from San Francisco	Time Table No. 150 January 10, 1943 Sprekels Branch STATIONS	Distance from Spreckels
Yard Limits 93 YP	120.3	**SPRECKLES JCT.** E. 2.5 — W. 2.5	2.5
	122.8	**SPRECKLES**	0.0
		(2.5)	

Time Table No. 150

January 10, 1943

STATIONS	Distance from San Luis Obispo	FIRST CLASS							THIRD CLASS		
		71	69	75	35	39	37	99	767	763	765
		Passenger	Coaster	Lark	Del Monte	Del Monte	Passenger	Daylight	Freight	Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R **WATSONVILLE JCT.**	151.7	s 2.48 AM	s 5.30 AM	s 6.08 AM	s 9.08 AM	s 9.08 AM	s 3.00 PM	4.01 PM	2.25 AM	10.00 AM	7.00 PM
W. 6.6											
ELKHORN	146.3	f 2.40	5.21	6.00	9.00	9.00	2.52		2.10	9.45	6.42
W. 4.8											
TO-R **CASTROVILLE**	141.7	f 2.33	5.15	5.53	8.53 AM	8.53 AM	2.45	3.48	2.00	9.35	**6.35**
W. 3.0											
COOPER	138.2	2.28	5.10	5.47			2.40		1.54	9.28	6.14
W. 4.0											
TO-R **SALINAS**	133.9	s 2.23	s 5.05	s 5.42			s 2.35	s 3.40	1.47	9.21	6.07
W. 2.8											
SPRECKELS JCT.	131.8	2.02	**4.47**	5.34			2.21	3.32	1.40	9.14	6.00
W. 4.4											
SPENCE	126.8		4.41				2.17	3.28	1.30	9.06	5.50
W. 4.0											
TO **CHUALAR**	123.0	s 1.53	4.37	**5.25**			2.12	3.24	1.25	9.01	**5.38** **5.20**
W. 2.5											
PENVIR	120.2										
W. 2.9											
TO **GONZALES**	117.0	s 1.43	4.31	5.19			s 2.06	3.19	1.16	8.52	5.11
W. 5.6											
CAMPHORA	111.5										
W. 3.8											
TO-R **SOLEDAD**	108.5	s 1.28	4.22	5.10			s 1.55	3.12	1.04	8.40	4.59
W. 4.2											
HARLEM	103.8	1.15	4.17	5.05			1.47		12.56	8.32	4.51
W. 3.7											
METZ	99.8	f 1.10	4.12	5.00			1.42	3.03	12.46	8.24	4.43
W. 6.6											
COBURN	93.2	1.01	4.05	4.53			1.35		**12.33**	8.14	4.33
W. 2.1											
ELSA	91.1										
W. 2.8											
TO-R **KING CITY**	88.4	12.55 AM	4.00 AM	4.48 AM			1.30 PM	2.53 PM	12.10 AM	8.06 AM	4.25 PM
(63.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.53)	(1.30)	(1.20)	(0.15)	(0.15)	(1.30)	(1.08)	(2.15)	(1.54)	(2.35)
Average Speed per Hour		33.61	42.20	47.48	40.00	40.00	42.20	55.85	28.13	33.31	24.50

A. B. S.

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULE 5. At Salinas schedule time and train orders will apply Eastward at crossover west of Signal 1185. At Gonzales Eastward at crossover at station. At Del Monte Westward at crossover just west of station; Eastward at crossover just east of station. At Monterey Westward at first crossover just west of scale house; Eastward at east end of siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Elkhorn	Receive	San Jose		Daily
71	Any Station	Discharge		Los Angeles	Daily
37	Elkhorn	Receive	San Jose		Daily

EASTWARD SANTA MARGARITA SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS					Distance from San Francisco		Time Table No. 150 January 10, 1943	Distance from San Luis Obispo	FIRST CLASS					THIRD CLASS		
	770	**768**	**766**	**38**	**70**	**72**	**98**	**76**					**69**	**75**	**37**	**99**	**71**	**763**	**765**	**767**
	Freight	Freight	Freight	Passenger	Coaster	Passenger	Daylight	Lark					Coaster	Lark	Passenger	Daylight	Passenger	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits 117 KWP	6.50 PM	12.20 PM	6.35 AM	11.29 PM	10.43 PM	6.30 PM	11.19 AM	**12.39 AM**	163.7		TO-R **KING CITY** E. 4.0 — W. 2.6	88.4	s 3.55 AM	4.48 AM	s 1.25 PM	2.53 PM	s **12.39 AM**	8 06 AM	4.25 PM	11.55 PM
75 P	6.56	12.26	6.41	11.33	10.47	6.34	11.22	12.43	167.1		**WELBY** E. 4 7 — W. 6.0	85.0	3.50	4.44	1.20	2.50	12.30	8.00	4.19	11.50
100 P	7.10	12.36	6.51	**11.39**	10.53	s 6.45	11.27	12.48	172.4		TO **SAN LUCAS** E. 6.2 — W. 5.6	79.7	3.45	4.39	1.14	2.45	s 12.24	7.50	4.09	**11.39**
44 P									177.7		**DOCAS** E. 4.3 — W. 5.1	74.4								
122 56 WOP	7.20	**1.05**	7.06	11.49 PM	**11.03**	s 7.00	11.37	12.59	182.9		TO **SAN ARDO** E. 4.3 — W. 3.6	69.2	3.34	4.28	**1.05**	2.36	s 12.10	7.35	3.54	**11.03**
44 P									186.4		**GETTY** E. 2.8 — W. 3.4	65.7								
109 P	7.34	1.25	**7.20**	**12.01 AM**	11.11	7.08	11.43	1.07	189.7		**WUNPOST** E. 6.1 — W. 6.1	62.4	3.25	4.21	12.54	2.29	**12.01 AM**	**7.20**	3.42	10.35
109 P	7.46	1.37	7.32	12.10	11.19	s 7.19	11.51	1.15	195.9		**BRADLEY** E. 6.2 — W. 5.8	56.2	3.17	4.14	12.47	2.22	s 11.52 PM	7.00	3.30	10.25
69 P	7.57	1.49	7.43	12.16	11.25	7.26	11.57	1.21	201.4		**NACIMIENTO** E. 1.6 — W. 0.9	50.7	3.10	4.07	12.38	2.16	11.42	6.50	3.20	10.15
				s		f			202.8		**CAMP ROBERTS** E. 0.8 — W. 2.4	49.3			f		f			
E106 W 81 P	8.02	**2.13**	7.48	12.20	**11.30**	7.30	11.59 AM	1.23	203.8		**McKAY** E. 3.2 — W. 2.2	48.3	3.04	4.04	12.31	**2.13**	**11.30**	6.45	3.15	10.10
37 KWP	8.10	2.30	7.56	s 12.30	s 11.40	s 7.45	12.03 PM		207.0		TO **SAN MIGUEL** E. 3.9 — W. 4.3	45.1	s 3.00	4.00	s 12.27	2.10	s 11.20	6.40	3.10	10.05
101 P	8.18	**2.55**	8.04	12.36	11.45	7.50	**12.07**	1.31	210.9		**WELLSONA** E. 5.2 — W. 4.9	41.2	2.46	3.55	**12.07 PM**	2.06	11.07	6.34	**2.55**	9.59
58 P	8.30	3.05	8.14	s **12.46** **1.49**	s 11.57 PM	s 8.10	12.12	**1.37**	216.3	A. B. S.	TO **PASO ROBLES** E. 5.1 — W. 5.4	35.8	s 2.40	3.49	s 11.55 AM	2.01	s 11.01	6.26	2.25	9.51
103 P	8.41	3.16	8.25	1.57	12.04 AM	s 8.20	12.17	1.43	221.8		**TEMPLETON** E. 3.8 — W. 3.1	30.3	2.27	3.43	11.48	1.55	s 10.49	6.18	2.15	9.43
30 P									224.9		**ASUNCION** E. 2.0 — W. 1.6	27.2								
21 Spur P	8.50	3.23	8.32	f 2.02	12.10	s 8.35	12.22	1.48	226.7		TO **ATASCADERO** E. 1.0 — W. 1.5	25.4	2.21	3.37	s 11.42	1.49	s 10.41	6.08	2.05	9.33
37 P									228.0		**HENRY** E. 2.2 — W. 2.4	24.1								
68 P	9.00	3.31	8.40	**2.14**	12.16	8.42	12.26	1.53	230.3		**EAGLET** E. 3.1 — W. 3.6	21.8	**2.14**	3.33	11.36	1.45	10.32	6.00	1.55	9.20
125 P	**9.10**	3.41	8.50	2.25	12.19	8.47	12.29	1.56	233.4		**CUSHING** E. 1.3 — W. 2.4	18.7	2.10	3.29	11.32	1.41	10.28	5.55	1.50	**9.10**
W130 BKWYP E119 Yd. Lmts.	9.35	4.10	9.15	s 2.50	s 12.35	s **9.00**	12.35	**2.07**	235.5		TO-R **SANTA MARGARITA** E. 3.5 — W. 2.4	16.6	s **2.07**	3.26	f 11.29	**1.39**	s 10.25	5.50	**1.39 PM**	**9.00**
131 P									238.9		**CUESTA** E. 4.5 — W. 4.9	13.2								
175 WP									243.4		**SERRANO** E. 3.8 — W 3.2	8.7								
105 P									246.3		**CHORRO** E. 1.8 — W. 1.2	5.8								
40 YP									248.0	C.T.C.	**GOLDTREE** E. 2.2 — W. 2.8	4.1								
103 P									250.6		**HATHAWAY** E. 1.8 — W. 2.1	1.5								
S. L. Obispo Yd. BKWOTYP	10.50 PM	5.20 PM	10.35 AM	s 4.00 AM	s 1.20 AM	s 9.50 PM	s 1.11 PM	s 2.48 AM	252.1		TO-R **SAN LUIS OBISPO**	0.0	1.10 AM	2.40 AM	10.45 AM	12.59 PM	9.40 PM	4.20 AM	11.15 AM	7.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(88.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.00) 22.10	(5.00) 17.68	(4.00) 22.10	(4.31) 19.58	(2.37) 33.78	(3.20) 26.52	(1.52) 47.36	(2.09) 41.12			Time over District Average Speed per Hour		(2.45) 32.14	(2.08) 41.44	(2.40) 33.15	(1.54) 46.53	(2.59) 29.63	(3.46) 23.47	(5.10) 17.11	(4.15) 20.30

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

RULES 5 and 105. At Santa Margarita siding located on station side of main track is EASTWARD siding. Schedule time and train orders WESTWARD will apply at west switch of this siding. East switch of EASTWARD siding will be identified as crossover switch just west of Encinas Street west of station. That portion of track between crossover switch and extreme east switch will be used by helper engines. Siding located on opposite side of main track to station is WESTWARD siding. Schedule time and train orders EASTWARD will apply at east switch of this siding.

RULE 5. Schedule time and train orders will apply at San Miguel westward at crossover west of station building.

No. 70 reduce speed Saturday to 30 MPH at San Lucas, San Ardo, Bradley and Atascadero to dispatch papers.

No. 75 reduce speed to 10 MPH at San Miguel to dispatch U. S. mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
72	Any Station	Receive	Los Angeles		Daily
71	Any Station	Discharge		Los Angeles	Daily
72	Serrano	Discharge (men and supplies)			Mon., Wed., Fri.
71	Serrano	Discharge (men and supplies)			Tues., Thurs., Sat.
72	Chorro	Discharge (men and supplies)			Mon., Fri.
71	Chorro	Discharge (men and supplies)			Mon., Fri.
69	Camp Roberts	Discharge		San Luis Obispo	Daily
69	Camp Roberts	Receive	Salinas		Daily
70	Camp Roberts	Discharge		Salinas	Daily
70	Camp Roberts	Receive	San Luis Obispo		Daily

EASTWARD GUADALUPE SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	Distance from San Francisco	Time Table No. 150 January 10, 1943 Lompoc-White Hills Branch **STATIONS**	Distance from White Hills
117 Yd. Limits 81 WOYP	302.7	TO **SURF** E. 1.1 — W. 1.5	14.0
30	303.8	**BARODA** E. 3.8 — W. 3.8	12.9
21	307.6	**POST** E. 2.3 — W. 2.2	9.1
9	309.8	**ACORN** E. 2.7 — W. 2.5	6.9
Yard Limits BKWTP	312.4	TO-R **LOMPOC** E. 0.5 — W. 0.5	4.3
	312.9	**WHITE HILLS JCT.** E. 3.8 — W. 3.8	3.8
	316.7	**WHITE HILLS** (14.0)	0.0

EASTWARD

GUADALUPE SUBDIVISION

WESTWARD

Capacity of Sidings and spurs in car lengths	SECOND CLASS			FIRST CLASS				Distance from San Francisco	Time Table No. 150 January 10, 1943	Distance from Santa Barbara	FIRST CLASS				THIRD CLASS		
	770 Freight	**768** Freight	**766** Freight	**72** Passenger	**98** Daylight	**76** Lark	**70** Coaster				**99** Daylight	**71** Passenger	**69** Coaster	**75** Lark	**763** Freight	**765** Freight	**767** Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
S.L. Obispo yd. BKWOTYP	8.00 PM	1.35 PM	3.45 AM	10.10 PM	1.19 PM	3.00 AM	1.35 AM	252.1	TO-R **SAN LUIS OBISPO** E. 7.2 — W. 5.8 D.T.	118.6	s 12.52 PM	s 9.25 PM	s 12.56 AM	s 2.30 AM	10.15 AM	7.50 PM	3.20 AM
IP	8.15	1.50	4.00	10.22	1.30	3.12	1.47	259.1	TO **HADLEY TOWER** E. 4.7 — W. 7.0	111.6	12.41	9.09	12.44	2.18	10.00	7.35	3.02
125 P	8.25	2.00	4.10	10.30	1.37	3.20	1.56	264.2	**GROVER** E. 2.0 — W. 1.1	106.5	12.34	9.01	12.36	2.10	9.48	7.23	2.52
36 WP	8.28	2.03	4.13	s 10.40	1.39	3.23	**2.08**	265.9	TO **OCEANO** E. 4.0 — W. 4.6	104.8	12.32	s 8.59	12.34	**2.08**	9.45	7.20	2.49
98 P	**8.49**	2.11	4.21	10.46	1.44	3.28	2.17	269.9	**CALLENDER** E. 2.5 — W. 2.0	100.8	12.27	**8.49**	12.29	2.02	9.36	7.12	2.41
38 P	8.59	2.16	4.26	10.50	1.46	3.31	2.20	272.4	**BROMELA** E. 3.7 — W. 4.4	98.3	12.25	8.46	12.26	1.58	9.30	7.07	2.36
Yard Limits 108 BKWP	9.10	2.30	4.40	s 11.10	1.50	3.37	**2.25** s 2.40	276.5	TO-R **GUADALUPE** E. 4.3 — W. 4.0	94.2	12.21	s 8.40	s 12.20	1.52	9.20	6.58	**2.25**
77 P	9.19	2.39	4.49	11.16	1.55	3.43	2.47	280.7	**WALDORF** E. 4.5 — W. 4.2	90.0	12.16	8.20	12.03 AM	1.44	8.58	6.48	1.59
46 P	9.30	2.50	5.00	11.21	2.00	3.48	2.53	284.8	**SCHUMAN** E. 1.5 — W. 1.9	85.9	12.11	8.14	11.57 PM	1.38	8.49	6.39	1.49
87 YP	9.34	2.54	5.04	11.24		3.51	2.56	286.5	**DEVON** E. 1.2 — W. 0.8	84.2	12.09	8.12	11.55	1.36	8.44	6.34	1.44
40 P	9.36	2.56	5.06	s 11.30	2.03	3.53	2.58	287.5	TO **CASMALIA** E. 2.3 — W. 2.6	83.2	12.08	s 8.10	11.53	1.34	8.42	6.32	1.42
74 P	9.41	3.01	5.11	11.34	2.06	3.56	3.01	290.0	**ANTONIO** E. 3.1 — W. 3.7	80.7	12.05	8.05	11.49	1.30	8.38	6.28	1.38
128 P	9.47	3.07	5.17	**11.45**	2.09	4.02	3.05	293.2	**NARLON** E. 4.2 — W. 3.7	77.5	12.01 PM	8.00	**11.45**	1.27	8.32	6.22	1.31
75 YP	9.55	3.15	5.25	s 11.59 PM	2.13	4.08	f 3.10	297.2	TO **TANGAIR** E. 5.1 — W. 4.5	73.5	11.57 AM	s 7.55	f 11.40	**1.22**	8.25	6.15	**1.22**
117 Yd. Limits 81 WOYP	10.10	3.30	5.40	s 12.20 AM	2.19	4.16	s 3.25	302.7	TO **SURF** E. 3.8 — W. 4.9	68.0	11.51	s 7.35	s 11.26	1.13	8.10	6.00	12.50
131 P	10.25	3.45	5.55	**12.28**	2.24	4.24	3.33	307.9	**HONDA** E. 3.7 — W. 2.9	62.8	11.45	7.11	11.14	1.06	7.53	5.35	**12.28**
41				f				310.5	A. B. S. **ARLIGHT** E. 1.8 — W. 1.8	60.2		f					
43 P								312.5	**ARGUELLO** E. 4.9 — W. 4.9	58.2							
44 P	10.45	4.05	6.15	f **12.55**	2.34	4.37	3.46	317.3	**SUDDEN** E. 2.4 — W. 3.8	53.4	11.36	f 6.59	11.02	**12.55**	7.35	5.15	12.03 AM
85 P	**10.57**	4.12	6.22	1.01	2.38	4.43	3.51	320.8	**JALAMA** E. 4.5 — W. 4.2	49.9	11.32	6.51	**10.57**	12.49	7.27	5.06	11.55 PM
125 52 P	11.10	4.19	6.29	f 1.10	2.43	4.49	3.57	325.3	TO **CONCEPCION** E. 5.5 — W. 4.4	45.4	11.27	f 6.44	10.51	12.43	7.17	4.56	11.45
44 P								329.8	**GATO** E. 5.0 — W. 5.6	40.9							
105 P	**11.25**	**4.34**	6.44	1.23	2.53	5.02	4.10	334.8	**SACATE** E. 4.3 — W. 4.1	35.9	11.17	6.30	10.39	12.31	7.01	**4.34**	**11.25**
78 WP	11.32	4.41	**6.51**	s 1.30	2.58	5.09	4.17	339.4	TO **GAVIOTA** E. 3.5 — W. 3.2	31.3	11.12	s 6.25	10.34	12.26	**6.51**	4.18	11.05
45 P								342.6	**LENTO** E. 2.1 — W. 3.1	28.1							
46 P	11.42	4.51	7.01	1.38	3.05	5.17	4.25	345.7	**TAJIGUAS** E. 4.6 — W 4.1	25.0	11.06	6.07	10.26	12.18	6.31	4.08	10.52
102 P	11.49 PM	4.58	7.08	1.44	3.09	5.23	4.31	349.9	**CAPITAN** E. 5.7 — W. 5.3	20.8	11.01	6.01	10.20	12.13	6.24	4.01	10.45
75 46 WP	**12.07 AM**	5.08	7.18	f 1.52	3.14	5.30	4.38	355.0	**NAPLES** E. 3.6 — W. 3.8	15.7	10.56	f 5.55	10.14	**12.07**	6.15	3.55	10.36
47 27 P	12.25	5.14	7.24	1.58	3.18	5.35	4.43	358.9	**ELLWOOD** E. 3.1 — W. 2.7	11.8	10.52	5.49	10.09	12.02 AM	6.08	3.48	10.30
21								361.7	**LA PATERA** E. 0.3 — W. 1.2	9.0							
117 P	12.35	5.22	7.32	f 2.04	3.22	5.41	4.49	362.8	TO **GOLETA** E. 4.4 — W. 3.6	7.9	10.49	f 5.44	10.04	11.58 PM	6.01	3.38	10.23
39 31 P								366.5	**HOPE RANCH** E. 2.3 — W. 1.8	4.2							
P	12.45	5.32	7.42	2.14	**3.28**	**5.51**	4.58	368.5	**WEST STA. BARBARA** E. 2.2 — W. 2.2 D.T.	2.2	10.43	5.37	9.57	11.51	**5.51**	**3.28**	10.15
Santa Barbara yd. BKWOTP	1.00 AM	5.45 PM	7.55 AM	s 2.20 AM	s 3.35 PM	s 5.58 AM	s 5.05 AM	370.7	TO-R **SANTA BARBARA**	0.0	10.37 AM	5.30 PM	9.50 PM	11.44 PM	5.30 AM	2.50 PM	10.00 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(118.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.00) 23.72	(4.10) 28.46	(4.10) 28.46	(4.10) 28.46	(2.16) 52.32	(2.58) 39.98	(3.30) 33.89		Time over District Average Speed per Hour		(2.15) 52.71	(3.55) 30.28	(3.06) 38.26	(2.46) 42.87	(4.45) 24.97	(5.00) 23.72	(5.20) 22.24

RULES 86 and 93. Second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 98 and 99 not less than ten minutes. Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 98 and 99.

No. 71 and No. 72 stop at Pismo daily.

No. 75 and No. 76 will reduce speed at Guadalupe and Surf to 25 MPH to dispatch mail.

Water supply at Oceano, Gaviota and Lompoc for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)	Frequency
71	Jalama, Narlon	Discharge Food (army)			
71	Any Station	Discharge		Any Station	Daily
71	San Augustine M.P. 331.0	Receive or Discharge	Any Station	Any Station	Daily
	Drake M.P. 334.2	Receive or Discharge	Any Station	Any Station	Daily
72	San Augustine M.P. 331.0	Receive or Discharge	Any Station	Any Station	Daily
	Drake M.P. 334.2	Receive or Discharge	Any Station	Any Station	Daily
72	Any Station	Receive	Los Angeles		Daily

SPECIAL INSTRUCTIONS.

“SAFETY”

INTERMEDIATE STATIONS AND SPURS

NAME	Mile Post	Capacity
San Francisco-Watsonville Jct.		Cars
Visitacion	6.5	......
Aqua	12.9	12
Howest	16.8	14
Romac	19.7	11
P Edenvale	57.4	20
Lonoke	79.1	7
Miller	84.4	18
P Eaton	97.1	14
Los Altos Branch		
Alta Mesa	34.0	......
Permanente (2.42 Miles from Simla)	......	......
Los Gatos Branch		
Vasona	52.9	6
Santa Cruz Branch		
Park Street	121.4	......
Twin Lakes	118.9	4
Cliffside	118.1	6
New Brighton	114.7	......
Leonard	110.1	8
Cristo	109.0	3
Hollister Branch		
P Hudner	90.3	9

NAME	Mile Post	Capacity
Watsonville Jct.-San Luis Obispo		Cars
Graves	115.6	28
Molus	138.8	26
P Thyle	240.0	14
Monterey Branch		
Lapis	114.8	115
Bardin	115.4	8
Marina	117.3	13
Prattco	122.1	13
Retreat	124.3	13
San Luis Obispo-Santa Barbara		
P Edna	257.9	29
Tiber	260.0	28
Pismo	262.8	10
San Augustine	331.0	19
P Drake	334.2	17
Coromar	360.2	27
Lompoc-White Hills Branch		
Garus	308.1	14
La Salle	308.3	22

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

San Francisco	I. S. Preston, Phelan Building Kline & Logie, 2058 Mission Street L. E. Brown, 745 Third Street
Bayshore	Forrest E. Brown, 2442 Bayshore Ave.
San Mateo	A. E. Benoit, 224 B. Street
Redwood City	Geo. Peterson, 2738 Broadway
San Jose	Kochers, 169 So. First St.
Watsonville	A. R. Jolley
Santa Cruz	C. M. Pennell
Salinas	Goodfriend & Traub
Pacific Grove	G. H. Ehmann
King City	W. V. Bolton
San Luis Obispo	V. C. Jerram
Santa Barbara	S. H. Sorenson
Lompoc	Walter Ziesche
Los Gatos	J. B. Streepey

RULE 4. Designated Holidays:

New Year’s Day, January 1st.
Washington’s Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, first Monday in September.
Thanksgiving Day, last Thursday in November.
Christmas Day, December 25th.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 MPH or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

Slow boards located to left side of track as follows:

Affecting westward trains:
1000 feet west of M.P. 87
3700 feet east of M.P. 93
2100 feet east of M.P. 106
200 feet west of M.P. 117
1900 feet east of M.P. 195
500 feet east of M.P. 230
2500 feet west of M.P. 234
1800 feet west of M.P. 235
1600 feet west of M.P. 265
2200 feet east of M.P. 286
2600 feet east of M.P. 312
2500 feet west of M.P. 350

Affecting eastward trains:
2000 feet east of M.P. 91
2200 feet west of M.P. 95
1800 feet east of M.P. 148
200 feet east of M.P. 211
1200 feet west of M.P. 228
1800 feet west of M.P. 294
700 feet east of M.P. 321
2000 feet west of M.P. 325

Slow boards located less than three-fourths mile from point of restriction, affecting westward trains:

M.P. 8.54............55 car lengths from point of restriction.
M.P. 302.4............58 car lengths from point of restriction.

Affecting eastward trains:

1400 feet east of M.P. 125 (Monterey Branch)
200 feet west of M.P. 127 (Monterey Branch)

Curve warning signals placed at M.P. 262.18 for westward trains and at M.P. 260.42 for eastward trains, in approach of 10 degree curve where speed is restricted to 30 MPH for passenger trains and 25 MPH for freight trains, remain at caution position at all times.

Slow boards located as follows restrict the speed of trains (higher number, passenger; lower number, all other trains) as shown, while engine of such train is passing the distant signal three-fourths mile beyond the slow board:

MP	Eastward	MP	Westward
	San Francisco-Watsonville Junction		
27.4	60(Y) 50-30	15.8	60(Y) 55-35
		27.8	45-35
	Watsonville Junction-King City		
139.0	65(Y) 45-25	142.0	65(Y) 45-25
161.4	75(Y) 50-35	160.4	75(Y) 50-30
	King City-San Luis Obispo		
165.4	65(Y) 50-30	165.2	75(Y) 55-35
176.0	75(Y) 55-35	197.2	60(Y) 50-30
202.2	60(Y) 50-30	206.0	60(Y) 50-30
214.6	60(Y) 50-30		
223.6	60(Y) 45-25		
	San Luis Obispo-Santa Barbara		
274.4	75(Y) 50-30	271.8	70(Y) 50-30
295.8	55(Y) 45-25	278.3	50-30
		356.6	60(Y) 50-30
		364.6	75(Y) 55-35

Slow boards located as follows restrict the speed of trains (higher number, passenger; lower number, all other trains) as shown, while engine of such train is passing the home signal three-fourths mile beyond the slow board:

MP	Eastward	MP	Westward
	San Francisco-Watsonville Junction		
12.4	60(Y) 55-35	21.6	70(Y) 50-35
14.8	60(Y) 50-30		
15.6	60(Y) 55-35		
16.4	60(Y) 50-30		
30.4	60(Y) 55-35		
37.4	75(Y) 55-35		

RULE 12 (H). Display of a lighted fusee from an interlocking tower or crossing watchman’s tower will be regarded as a stop signal within the meaning of Rule 12 (H). Expect to find crossing in the vicinity blocked.

RULE 14 (d). As specified below, ——— ——— ——— o will be indication that flagman may return from west as prescribed by Rule 99.

Redwood Junction, Santa Clara—Trains on Western division.
Vasona Jct.—Trains on Los Altos line.

RULE 14 (e). As specified below, ——— ——— ——— ——— ——— ——— will be indication that flagman may return from east as prescribed by Rule 99.

Watsonville Jct.—Trains on Santa Cruz Branch.
Redwood Junction, Santa Clara—Trains on Western division.
California Ave.—Trains on Los Altos Branch.
San Jose—Trains on Los Gatos Branch.
Carnadero—Trains on Hollister Branch.
Castroville—Trains on Monterey Branch.
Santa Cruz—Trains on Davenport Branch.
Surf–Trains on Lompoc Branch.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULE 14 (l). Westward trains will sound crossing whistle just before entering Tunnel 6 east of Santa Cruz.

RULES 14 (l) and 14 (p). Engines equipped with both air and steam whistles. Enginemen use air whistle in complying with these rules and steam whistle for all other whistle signals.

RULE 17. Eastward passenger trains at Santa Margarita will extinguish headlight when helper engines are being coupled to train.

RULES 17 and 19. Night signals will be displayed through tunnels.

RULES 17 and 17 (C). Mars signal light on engines so equipped must not be used.

RULE 17 (C). For identification purposes, head light may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when near street or highway crossings.

RULES S-17 and 19 (A). Will not apply on controlled sidings in C. T. C. System.

RULE 19. Markers must be properly displayed in C. T. C. System. Fig. 8 will not apply on controlled sidings.

RULE 21 (C). Engines of passenger trains may display indicators between Mission Bay roundhouse and Third Street station, San Francisco, and from San Jose and San Luis Obispo passenger stations to roundhouse. They must be removed on arrival delivery track at roundhouse.

RULE 28. In double track territory, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE D-71. Trains and engines may move between San Francisco and San Bruno, and between Santa Clara and College Park interlocking plants, with current of traffic irrespective of time table superiority. They will accept proceed indication of interlocking signal or oral authority of signal operator in charge of route to be used as authority to enter main track, but will otherwise be governed by Rules 93 and 99.

Second and inferior class trains, extra trains and engines moving between these points must avoid delaying first-class trains, also other movements when so instructed by signal operator.

RULE S-72. Westward trains are superior to trains of the same class in opposite direction, except as noted on page 7.

RULE 83. Identification may be made at San Jose or between Lick and Coyote—Gilroy and Sargent—Logan and Watsonville Junction—San Luis Obispo and Hadley Tower—West Santa Barbara and Santa Barbara, to be applied at the end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and must comply with Rule 14(k).

RULE 83 (A). At the following stations, only trains indicated will register.

Redwood Junction.
Gilroy.
Los Gatos.
Salinas.
Soledad.
Santa Margarita.
Guadalupe.
Trains originating and terminating.

Visitacion Tower	Trains originating and terminating Bayshore.
California Ave.	Scheduled trains via Los Altos and trains originating and terminating.
Santa Clara	Eastward and Westward Second and Third class and extra trains except trains consisting entirely of passenger equipment.
Castroville	Trains on Monterey Branch and trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Visitacion Tower	Trains originating and terminating Bayshore.
Redwood Junction	Trains to and from Western Division.
Santa Clara	Eastward Second and Third Class and extra trains, except trains consisting entirely of passenger equipment.
San Jose	All trains, except first class originating or terminating.
Watsonville Junction	Nos. 35, 36, 39, 98 and 99.
King City	All trains.

RULE 83 (D). First-class trains to Western Division at Santa Clara must obtain two clearances at San Jose, one endorsed “Coast Division” and one endorsed “Western Division” and receive their train orders applying to Western Division at San Jose.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: “...may check register at......against Extra......on order No. ....”. A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: “Extra ......register at......on order No. ....” will register, and place this order number and date in column captioned “Signals.”

RULES 86 (b) and (c). Extra trains handling passenger equipment only may run ahead of first-class trains between San Francisco and San Jose.

RULE 91. Trains when moving in a direction for which block signals are not provided, will be considered as being outside of block system limits, and will comply with Rule 91.

RULE 93. Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West M.P.		East M.P.
0	San Francisco	11.5
4.0	“ “ (San Bruno Branch)	13.6
24.5	Redwood Junction	27.2
	“ “ (Western Division)	28.2
43.5	San Jose	56.0
	“ “ (Lick Branch)	58.9
	“ “ (Los Gatos Branch)	51.5
44.8	“ “ (Milpitas Line)	
43.7	“ “ (Agnew Line)	
79.4	Gilroy	82.4
96.1	Watsonville Junction	101.25
	“ (Santa Cruz Branch)	103.58
109.6	Castroville	111.7
	“ (Monterey Branch)	111.5
113.5	Salinas	121.5
	“ (Spreckels Branch)	122.8
142.4	Soledad	144.7
162.2	King City	165.1
233.9	Santa Margarita	237.0
249.6	San Luis Obispo	254.0
275.2	Guadalupe	277.3
301.7	Surf	303.7
	“ (Lompoc Branch)	303.8
369.20	Santa Barbara	373.33
52.7	Los Gatos	54.6
126.33	Felton	127.8
119.27	Santa Cruz	122.67
	“ “ (Davenport Branch)	81.7
123.3	Monterey	127.66
127.7	Pacific Grove	129.9
310.6	Lompoc	316.7

Watsonville Jct. Following will govern freight trains entering Watsonville Jct. yard:

West End: If Signal 984 is in proceed position for diverging route which governs entrance to yard at crossovers Nos. 1 or 2 trains must receive signal from yardman, green flag by day, green light by night before entering yard. If Signal 984 is in stop position, must remain at the signal, until given a proceed signal by yardman, green flag by day, green light by night.

East End: If Signal 1001 is in stop position, after stopping, train may proceed on westward track to Horrigan crossing at yard office, but will not pass that point nor make cross-over movement until proceed signal is received from yardman. If Signal 1001 is in proceed position for diverging route, freight train may proceed on westward track to Horrigan crossing at yard office, but will not move beyond that point nor through crossovers until a proceed signal is received from yardman.

End of double track: Eastward trains leaving end of double track from westward main track will be governed by Signal P-1008.

RULE 95. Orders issued under Form F by Western Division dispatchers reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.

RULE 97. Extra trains must not run via Los Gatos or Los Altos Branches unless train order so specifies.

RULE D-97 (A). Will apply between San Francisco and San Jose.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

Western Pacific R. R. at Valbrick (San Jose yard) “Stop.”

After stopping and trains, engines or motors are approaching on Western Pacific R. R. tracks within such distance that they are liable to conflict with movement over crossing, such movement must not be made until movement on intersecting route has stopped.

RULE 99.

Granite Rock Co. will do the switching within switches at Logan; Southern Pacific Co. trains will protect.

Pacific Coast Aggregates Co. will do the switching at Lapis; Southern Pacific Co. trains will protect.

Permanente Corporation will do all switching at Permanente, east of east derail; Southern Pacific trains will protect.

First-class trains will move with caution between Signal Bridge 466 west of San Jose passenger station and Signal 473 east of San Jose passenger station. Trains or engines standing on either main track between Signal Bridge 466 and Signal 473 need not protect against first-class trains, but will comply with Rule 99 (A).

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars, also air dump cars), are operated on double track or on tracks immediately adjacent to main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main track when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

MOVEMENT BETWEEN BAYSHORE AND UNION STOCK YARD

When making movements from Bayshore to Union Stock Yard, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel 3 and following instructions will govern:

INBOUND: Necessary flag protection will be provided on westward main track while switches are being lined and until movement is clear of main track. All members of the crew will accompany yard engine to stock corrals.

OUTBOUND: When ready to make the movement, flagman will immediately proceed to telephone located at east portal Tunnel 3 and communicate by telephone with other member of crew at Newcomb Ave., indicating that proper protection has been provided on westward main track. In the meantime foreman will obtain by telephone a line-up of trains and other movements from signal operator at Bayshore. When conditions are such that crossover can be made, the switches will be lined as follows: First derail, then cross-over switch in eastward main track, then cross-over in westward main track and last switch from main track to stock track. After cross-over movement has been made, line switches in normal position, closing cross-over switch to eastward main track last, after which flagman may be recalled.

On double indicator, located near derail on stock track, eastward indicator will indicate “block occupied” after a westward train has passed the center of Tunnel 4 and remain so until the train has passed Signal 31 at the east end of viaduct at Newcomb Ave. Westward indicator will indicate “block occupied” after an eastward train has passed Signal 22 at west end of viaduct and remain so until the train has passed Signal 38, located 500 feet east of east portal of Tunnel 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate “block occupied.”

When these tracks are operated by Santa Fe, Southern Pacific crews must make movements to stock yards under flag protection.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movement must protect the crossing unless it is known that signals are operating.

Between Seventh St. and 17th and Harrison Sts., San Francisco, member of crew of yard engines must protect street crossings when no watchman is on duty.

Movements over 9th Ave. crossing on center siding, San Mateo, do not actuate crossing signal, therefore care should be used in making such movements and in case view be obscured or automobiles are closely approaching, stop should be made before fouling crossing.

No train, motor, engine or car must enter crossing over Bayshore Highway on Chestnut Street, Redwood Harbor spur, at speed greater then 10 MPH and must clear crossing as quickly as practicable.

First Street crossing, Watsonville, is protected by crossing watchman only from September 1st to December 15th each year. At other times all switching movements must be protected by member of the crew acting as flagman on the crossing.

Cars spotted in this vicinity will be left as far as practicable from the street crossing, in order that an open view may obtain.

Movements on tracks other than main track over Walnut, Lincoln and Laurel Streets, Santa Cruz must be protected by member of crew acting as flagman.

Spur Tracks Nos. 3 and 4, leading off siding at Ord, crossing State Highway at M.P. 118.9 and M.P. 119.5, no train, engine, motor or car, will move over these crossings, unless brought to a stop at “stop” sign and after crossing signals have operated for a period of not less than 20 seconds, movement may be made across highway. It will not be necessary to manually operate spring derail when moving into Fort Ord. When coming out of Fort Ord it will be necessary to manually operate spring derail which will start crossing signals operating and after signals have operated for a period of not less than 20 seconds, train may proceed across highway. In making forward movement into Fort Ord, trailing the spring derail, care should be used not to make a reverse movement without manually operating spring derail.

Movements over county road crossing on spur and siding at Chualar and over H Street crossing Lompoc, must be protected by a flagman.

Speed on Del Monte Ice Co.'s spur, Castroville, must not be in excess of 10 MPH over county road unless protected by flagman.

Trains and engines using spur to government tracks, Camp Roberts, crossing Highway No. 101 near station McKay, must stop, and traffic on highway protected by flagman.

Track leading from siding Goldtree into Camp San Luis Obispo crosses State Highway 4850 feet from switch of east leg of wye at Goldtree, no train, engine, motor or car will move over this crossing unless brought to a stop and traffic on highway protected by flagman.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:

San Bruno	San Bruno Branch, for eastward main track.
California Ave.	Los Altos Branch, for eastward main track.
Redwood Jct.	Dumbarton line, end of double track, for westward track.
Santa Clara	Newark line, for westward main track.
San Jose	Los Gatos Branch, for freight lead.
San Jose	End of double track, for westward main track.
San Jose yard	(San Pedro St.) for freight lead.
Lick	Lick Branch, for eastward main track.
Lick	End of double track, for eastward main track.
Coyote	End of double track, for westward main track.
Gilroy	End of double track, for eastward main track.
Carnadero	Hollister Branch, for westward main track.
Sargent	End of double track, for westward main track.
Logan	End of double track, for eastward main track.
Watsonville Jct.	End of double track, for westward main track.
Watsonville Jct.	Santa Cruz Branch, for west leg of wye.
Castroville	Monterey Branch, for main track Salinas line.
Spreckels Jct.	Spreckels Branch, for main track Salinas line.
San Luis Obispo	End of double track, for eastward main track.
Hadley Tower	End of double track, for westward main track.
Surf	Lompoc-White Hills Branch, for main track Surf line.
West Santa Barbara	End of double track, for eastward main track.
Vasona Jct.	For Los Gatos-Los Altos line.
Santa Cruz	Davenport Branch, for Santa Cruz Branch line.
Olympia	Inside crossover switch for storage track.
Permanente	Junction switch for track No. 1.
White Hills Jct.	For Lompoc-Surf line.

RULE 107. STATION TRAIN INDICATORS LOCATED AS FOLLOWS:

San Bruno—Westward track 2000 feet east of station indicates if a train on eastward main track between Linden Ave. and San Bruno Ave.

Broadway—Eastward track 2200 feet west of station indicates if a train on westward main track between 2400 feet east of station and Broadway crossing.

Burlingame—Eastward track 2200 feet west of station indicates if a train on westward main track between Villa Terrace Ave. and station.

San Mateo—Eastward track 2300 feet west of station indicates if a train on westward track between 9th Ave. and First Ave.

Redwood City—Eastward track 2100 feet west of station indicates if a train on westward main track between Chestnut St. and west side of Broadway St.

When passenger trains are standing at Santa Margarita station, trains and engines must not move between station and trains unless the movement be properly safeguarded.

RULE D-152. Crossovers are located between San Francisco and San Jose as follows:

San Francisco located 100 feet west of west portal Tunnel 3, 1740 feet west of Tunnel 4, South San Francisco, San Bruno, Millbrae, Burlingame, Howest, Hayward Park, Belmont, San Carlos, Redwood Jct., Menlo Park, Palo Alto, California Ave., Mountain View, Sunnyvale, Lawrence.

Crossover between Tunnels 3 and 4, switches are numbered No. 1, No. 2, No. 3, No. 4, No. 5, No. 6.

When moving from Carroll Ave. to main track, line switches in following order: No. 3, No. 4, No. 1, No. 2.

From industrial district to eastward main track line switches as follows: No. 5, No. 6.

From eastward to westward main track as follows: No. 3, No. 4, No. 5, No. 6.

Switches to crossover just east of Bayshore highway subway are numbered No. 7, No. 8, No. 9, No. 10, No. 11, No. 12.

Movement east on eastward main track or parallel drill track to westward main track, thence to South San Francisco drill, line switches as follows: No. 12, No. 7, No. 8, No. 9.

Movement from east drill track to west drill track, line switches as follows: No. 12, No. 11, No. 10, No. 8, No. 9.

Movement from drill track, adjacent to westward main track, to westward main track, line switches as follows: No. 8, No. 9, and if movement continued to eastward main track, No. 7, No. 8, No. 9.

After movement is completed switches may be restored to normal position in most convenient manner.

RULE 206 (A).

Pacific Grove	Crews ordered for No. 39 and No. 773 may assume these schedules without clearance.
Davenport	
Santa Clara....	Nos. 250 and 74 from Western Division may assume corresponding schedules on Coast Division without clearance.

RULE 221. Trains must obtain clearance before leaving:

Visitacion Tower..........	Eastward trains originating Bayshore.
Redwood Junction.........	Trains from Western Division.
Santa Clara Tower........	Westward trains except first class and trains consisting entirely of passenger equipment.
San Jose..................	First class trains, eastward second and inferior class trains, extra trains and trains consisting entirely of passenger equipment.
Santa Barbara............	Train-order office is located at the freight station. Crews of westward first-class trains and trains consisting entirely of passenger equipment receiving train orders and instructions at freight station will deliver them to relieving crews at passenger station.
Los Gatos..............	When operator on duty.
Santa Cruz..............	
Monterey................	
Pacific Grove............	
Lompoc...................	

Light will not be displayed in train-order signal at Felton except when train order is to be delivered.

RULE 825. When cars are left on grade not protected with derails they must be chained to rail.

Outfit cars must not be left next to oil or gasoline loading or unloading locations, warehouses, storehouses, lumber yards, or other buildings.

Cars must not be stored within 150 feet of crossings over Monterey Road at Watsonville Junction.

When freight trains are tied up in Watsonville Jct. yard, trainmen will set hand brakes on the rear cars of westward trains and on the head cars of eastward trains.

Cars must not be left on storage track between Spreckels Junction and Spreckels, within 100 feet of Hunter Lane crossing, M.P. 121.8 and Harkins Road crossing, M.P. 122.2.

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of AC class engines.

RULE 848. Applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 869. In addition to trainmen on freight trains being on top of their trains when descending steep grades, they must ride on top of trains through yards as follows:

Between Bayshore and Tunnel 5.

Western Division trains through interlocking plant at Redwood Junction.

San Jose, between the west limits Santa Clara interlocking plant and 4th Street, San Jose and between San Jose yard and Western Pacific R. R. crossing.

Watsonville Junction, San Luis Obispo and Santa Barbara, entering or leaving yard.

Santa Barbara, trainmen must remain with their portion of train until it stops on designated track in yard.

At points other than those designated when in judgment of conductor it is considered necessary.

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

TRAIN INSPECTION

Freight trains on descending grade will stop 10 minutes between switches at Serrano to permit heat of wheels to equalize, except when additional stop will be avoided this inspection can be made at Chorro.

With above exception maximum distance freight trains may run without stopping for inspection is 55 miles except when conditions are favorable and in judgment of conductor and engineer it is safe to do so, may run in either direction between Surf and Santa Barbara, San Luis Obispo and Concepcion, Santa Margarita and King City and King City and Watsonville Jct. without stopping for inspection, except that trains handling carload shipments of T.N.T., bombs, loaded projectiles and other such articles of a highly sensitive nature, is loaded in excess of 65 percent of its marked capacity, will stop at intervals of not to exceed 40 to 50 miles for inspection.

Mixed trains including military trains, which include freight cars with cast iron wheels, will be considered freight trains.

AIR BRAKE RULES

RULE 24. Rear end test on freight trains must be made immediately prior to leaving:

Location	
Santa Margarita....	Eastward freight trains.
Permanente........	(Interchange tracks) All freight trains.

Applies to yard drags between points where air brakes are used, except in San Francisco Terminal will only be required on yard drags for movements over main tracks between San Francisco and San Bruno and between San Bruno and Bernal.

RULE 39. Running test on passenger trains must be made at:

Location		
San Francisco......	After rear of train has passed Fourth St., except trains of over 8 cars must straighten out on Seventh St. before test is made.	Eastward trains
San Jose............	After rear of train has passed over spring switch from freight lead.	Eastward trains
Tunnel 6 between Cuesta and Thyle immediately after passing summit.		All trains

When making running tests at points where rails may be slippery from oil and water at water or oil columns, or engines standing on trains, test must not be made until rear of train has passed such point.

FREIGHT TRAINS

RULE 33. One operative retainer for the amount of M's shown below must be turned up:

120 M's per Operative Brake	Eastward from summit in Tunnel 6 between Cuesta and Thyle to west switch Hathaway.
	Westward from summit in Tunnel 6 to Santa Margarita.
	Westward from Olympia to M.P. 127.6 and from Rincon to M.P. 121.8.
	Permanente. (Interchange tracks) to Simla.
	Goldtree and Camp San Luis Obispo.
All	Between White Hills and White Hills Jct.

When helper engines remain cut in train, three additional retainers to be used for each helper engine.

Eastward freight trains reduce speed to 10 MPH from one-half mile west of west switch, to east switch Hathaway to give trainmen an opportunity to turn down retainers, except when train consists of over 45 cars, retainers on 15 head end cars will be left in retaining position into San Luis Obispo.

When eastward freight trains consist of 30 to 50 cars, ten retainers, 50 to 75 cars, fifteen retainers, over 75 cars, twenty retainers must be turned up solid just behind engine, from end of double track West Santa Barbara until train has stopped in Santa Barbara yard, when they must be turned down. Trains will reduce speed to 20 MPH approaching West Santa Barbara to enable trainmen to turn up retainers.

The tonnage of freight trains between San Luis Obispo and Santa Margarita; between Goldtree and Camp San Luis Obispo; between Olympia and Santa Cruz and between Permanente interchange tracks and Simla must not exceed 120 M's per operative brake.

PASSENGER TRAINS

RULE 46. Retainers will be used between San Luis Obispo and Santa Margarita and between Olympia and Santa Cruz as follows:

	Eastward from summit in Tunnel 6 to west switch Hathaway when more than four head-end cars, on which retainers are not accessible while running, stop will be made at Serrano, where such retainers must be turned up, unless an operating stop is made at Hathaway, the inaccessible retainers will be allowed to operate into San Luis Obispo. On any train, unless there are at least as many cars with retainers accessible as there are with retainers inaccessible, train must stop at Serrano to turn up retainers, or when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made leaving Santa Margarita before reaching summit, where such retainers must be turned up.
Accessible...	Westward from summit in Tunnel 6 to distant block signal, east of Santa Margarita.
	Goldtree and Camp San Luis Obispo, over 5 cars, one retainer for each two cars, to be turned up from head end of train.
	Olympia to M.P. 127.6 and Rincon to M.P. 121.8, 6 cars, three retainers; 8 cars, four retainers; 10 cars, five retainers; 12 cars, seven retainers to be turned up from head end of train.
	When streamlined trains are controlled on descending grades with electro-pneumatic brake, retaining valves will not be used.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after moving out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Main tracks within automatic block system not protected by signals.

San Jose—From Signal 467 at Third St. to signal located 50 feet west of spring switch at junction with roundhouse lead or wye.

Santa Cruz—From station building to Signal 791.

The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of train before proceeding.

Eastward Signal	Protection	Westward Signal
	Spring switch, end double track, Redwood Jct...	P- 275
P- 514	Spring switch, Lick............................	
P- 634	Spring switch, Coyote........................	P- 635
P- 660	Spring switches, east and west end, Perry........	P- 673
P- 708	Spring switches, east and west end, Morgan Hill..	P- 719
P- 740	Spring switches, east and west end, San Martin...	P- 753
P- 770	Spring switches, east and west end, Rucker......	P- 783
P- 804	Spring switch, Gilroy.........................	P- 805
P- 866	Spring switch, end double track, Sargent........	P- 867
P- 866	Spring switch, east end siding, Sargent..........	P- 879
P- 908	Spring switches, east and west end, Chittenden...	P- 925
P- 924	Earthquake detector, Pajaro River Bridge, Chittenden..............................	P- 931
	Slide detector fence, Logan..................	
P- 930	Spring switch, Logan.........................	P- 931
P-1008	Spring switch, Watsonville Jct................	P-1009
	Fire detector, Tunnel 6.......................	P-2401
	Fire detector, Steiner Creek bridge............	P-2493
P-2588	Spring switch, end double track, Hadley Tower .	P-2589
P-2604	Flood detector, Second Villa Creek bridge, Tiber	P-2623
P-2940	Fire detector, Los Alamos bridge, Narlon.......	P-2953
P-3082	Fire detector, Honda Canon bridge, Honda......	P-3097
P-3104	Slide detector fence, MP 311.65	P-3123
P-3188	Fire detector, Jalama Canon bridge, Jalama.....	P-3207
P-3356	Fire detector, Alegria Canon bridge, Sacate.....	P-3373
P-3368	Fire detector, Gaviota Canon bridge, Gaviota...	P-3389
P-3686	Spring switch, West Santa Barbara............	P-3687

Rules 509, 512 and 512-A:

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

Bay Meadows	Signal 199
California Ave.	Signal 319
East of Mountain View, Air Base	Signal 367
West end Coyote	Signal 621
East end Coyote	Signal 628
West end Gilroy	Signal 811
East end Gilroy	Signal 822
Carnadero	Signal 831
West end Watsonville Junction	Signal 991
West end Watsonville Junction	Signal 987
West end McKay	Signal 2043
East end McKay	Signal 2052
East end San Luis Obispo	Signal 2532

RULE 512 (A). Where switch indicators and dwarf signals are used, movements to main track will be as follows: If indicator indicates "block unoccupied," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is unoccupied. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

Redwood City—Hayes derail on west end of drill track at Jefferson Street has in conjunction therewith an illuminated sign installed on pole 100 feet east of derail, reading, "DERAIL 100 FEET" in lieu of a red light and target account of stand having to be located between drill track and westward main track. This sign is approach lighted on drill track only.

California Ave.,—Junction switch No. 2 and eastward main track switch No. 3 are equipped with electric switch locks.

Instructions pertaining to operation of switches and locks are posted inside of switch boxes located adjacent to switches.

After switches have been lined for crossover and Signal 319 indicates "stop", cross-over movement must be made under flag protection.

Locks No. 2 and No. 3 affected by approaching trains on eastward main track within limits of approach circuit, marker for which is located by overlap post 2000 feet west of Signal 312.

Lock No. 3 is also affected by approaching trains on westward main track within limits of approach circuit, marker for which is located by overlap post 2000 feet east of Signal 325.

Trains and engines should avoid passing overlap marker post when first-class trains, which normally should move in advance in order to maintain schedule, are due at California Ave., from Los Altos Branch.

San Jose—When Signal 467, governing movements from San Jose via Milpitas indicates "stop", train must be stopped clear of San Pedro Street until flagman has preceded train from block signal as required by Rule 509 in order to avoid blocking street crossings.

Do not pass Signal 465 in stop position without proceed signal from yardman at The Alameda.

Signal 464 on Signal Bridge 466 will govern entrance to tracks Nos. 1, 2 and 3 from the westward main track. Eastward trains and engines moving against the current of traffic on westward main track must not pass Signal 464 in stop position without signal from yardman at The Alameda.

Signal 466 on Signal Bridge 466, west of The Alameda subway, San Jose, has diverging route signal which will govern entrance into station tracks Nos. 1, 2 and 3 from eastward main track.

Trains and engines encountering Signals 465, 466 and 467 at The Alameda subway in stop position will not pass signals without signal from yardman, green flag by day, green light by night.

Trains and engines encountering Signals 470 and 473 at Park Ave. subway in stop position will not pass signals without a signal from yardman, green flag by day, green light by night.

End of block signal protection at station tracks Nos. 1, 2 and 3 is at clearance point on west end of these tracks and movement east of clearance point must be made with caution.

Starting indicators for westward trains at San Jose passenger station on tracks Nos. 1, 2 and 3 are controlled by yardman at The Alameda and will indicate as follows:

Red—Do not pass indicators.

Yellow—Proceed with caution to Signal 465 at clearance point of westward main track.

Carnadero—In moving from eastward main track to Hollister line, first throw cross-over switch in eastward main track, then other switches as most convenient. From Hollister line to westward main track, first throw derail switch, then junction switch.

Vasona Jct.—The normal position of Signal 532 is "stop" and should indicate "proceed" after switch has been lined for San Jose-Los Gatos line. The normal position of Signal 516 is "proceed" and should indicate "stop" when the switch has been lined for the same route. The normal indication of top unit of Signal 533 is "proceed" on the Los Altos-Los Gatos line. Bottom unit is for San Jose-Los Gatos line and will indicate "proceed" or "stop" according to the condition in the block after junction switch has been reversed.

Double switch indicator located at switch-point derail on west leg of wye entering main track on San Jose-Los Gatos line. Wye track switches on Los Altos and Los Gatos branches will be normally lined for main track. Do not exceed 15 MPH on wye track.

Approach clear Signals 1932 and 1943, west and east of Bradley curve, govern the speed approaching thereto:

Approach caution Signal 1924, located 4000 feet in advance of Signal 1932 and Signal 1949, located 3450 feet in advance of Signal 1943.

Speed circuits located 1500 feet west of and in advance of Signal 1932 and 1500 feet east of and in advance of Signal 1943.

Signals 1924 and 1949 will normally indicate "caution".

Signals 1932 and 1943 will normally indicate "stop" and will clear provided the speed of train is reduced to 40 MPH or less.

SPRING SWITCHES

Spring switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been manually operated. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches.

Spring switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Redwood Junction (Dumbarton line)	Trailing eastward 25 MPH. Facing westward 25 MPH.
San Jose (Freight lead)	Main line —trailing eastward 30 MPH. Freight lead—trailing eastward 20 MPH. Freight lead—facing westward 20 MPH.
San Jose (Milpitas "Y" switch)	Facing eastward 15 MPH. Trailing westward 15 MPH.
Lick (Facing point lock)	Trailing westward 35 MPH.
Coyote (Facing point lock)	Trailing eastward 25 MPH.
Perry—West End (Facing point lock)	Trailing westward from siding 25 MPH.
Perry—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Morgan Hill—West End (Facing point lock)	Trailing westward from siding 15 MPH.
Morgan Hill—East End (Facing point lock)	Trailing eastward from siding 15 MPH.
San Martin—West End (Facing point lock)	Trailing westward from siding 25 MPH.
San Martin—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Rucker—West End (Facing point lock)	Trailing westward from siding 25 MPH.
Rucker—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Gilroy (Facing point lock)	Trailing westward 25 MPH.
Sargent (End double track) (Facing point lock)	Trailing eastward 25 MPH.
Sargent—East End siding (Facing point lock)	Trailing eastward from siding 25 MPH.
Chittenden—West End (Facing point lock)	Trailing westward from siding 25 MPH.
Chittenden—East End (Facing point lock)	Trailing eastward from siding 25 MPH.
Logan (Facing point lock)	Trailing westward 25 MPH. Facing eastward 25 MPH.
Watsonville Junction (Facing point lock)	Trailing eastward 25 MPH.
San Luis Obispo (West leg of wye)	Trailing westward must not be split when lined from reverse position.
Hadley Tower (Facing point lock)	Trailing eastward 25 MPH. Facing westward 25 MPH.
West Santa Barbara (Facing point lock)	Trailing westward 35 MPH. Facing eastward 25 MPH.

Spring switch Lick equipped with facing point lock. When interlocking signal governing westward movement indicates "stop" and permission obtained from signal operator to pass signal, switch must be manually operated before and after movement has been made.

Spring switches at Coyote, Gilroy, Sargent, Logan, Watsonville Jct. and West Santa Barbara are equipped with facing point locks. When signal governing the trailing movement through spring switch at any of the above locations, indicates "stop," switch must be manually operated before and after movement has been made.

When switch is manually operated, before movement is made, to insure conductor and enginemen, after movement has been made, that switch is again manually operated, member of train or engine crew must remain at switch until movement completed, to line switch to normal position.

Spring switch derails at Permanente located in spur 200 feet west of interchange yard and in west end of No. 1 interchange track, are normally set to derail descending-grade movements. Eastward or ascending-grade movements may trail through these switches; they must be manually operated for westward or descending-grade movements.

RULE 516. Overlap posts:

Chittenden	Affecting eastward trains
Spreckels Junction	Affecting westward trains
Cushing	Affecting eastward trains
Grover	Affecting eastward trains
Devon	Affecting eastward and westward trains

INTERLOCKING

o ——— ——— sounds of whistle is signal for Coast Division main track.

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

When interlocking signal has been cleared for train or engine and to use the route is not desired sound whistle signal o o ——— o o, for information of signal operator.

When authority is received by telephone to proceed through the limits of an inoperative interlocking signal, in accordance with Rule 663 (b), member of crew must make careful examination of facing point switches before passing over them.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to terminal station and include main tracks, leads and certain switches adjacent.

Trains or engines from train sheds, may proceed to first signal eastward.

One sound of siren on tower requires that trains and engines within limits of plant must stop.

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signal operator when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from signal 650 feet east of east portal of Tunnel 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located in shelter shed at 23rd Avenue for trains and engines to communicate with signal operator when interlocking signal at east portal Tunnel 1 is in stop position.

Whistle signals governing routes as follows:

For Mission Bay yard, ——— o ———.
For Roundhouse, o o o ——— o.
For Track No. 2, o ——— o o o.
For Track No. 3, o ——— o o.
For track adjacent and parallel to eastward main track...... } o o ——— ——— o o.

To facilitate movement, engines and drags when ready to leave San Francisco or Bayshore, will use following whistle signals for route desired at Bayshore.

For outbound yard, ——— o ——— o.
For inbound yard, o o ——— o.
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station building.................. } o ——— o.

One long blast of air whistle on tower requires that trains and engines within limits of plant must stop.

Signal operator Potrero tower will notify signal operator Bayshore tower where engines and drags desire to go on their arrival at Bayshore.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

BAYSHORE

Limits extend from signal 330 feet east of east portal Tunnel 4, on eastward main track to signal 1850 feet east of east portal Tunnel 4 on westward main track.

Whistle signals governing routes as follows:
For outbound yard, ——— o ——— o.
For inbound yard, o o ——— o.
For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station..... } o ——— ——— o.
For car repair yard, o o ——— ——— o o.
For drill Track No. 1, o o o ——— o.
For drill Track No. 2, o ——— o o o.
For lead No. 3, ——— ——— o ——— ———.

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, ——— o ———.
For Track No. 2, o ——— o o o.
For Track No. 3, o ——— o o.

Signal operator Bayshore tower will notify signal operator Potrero tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

Switches must not be lined for movement from Garbage spur to westward main track without first obtaining permission from signal operator Bayshore. This movement must be made under flag protection, as switch is not connected with interlocking plant.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

VISITACION TOWER

The limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:
For inbound track ——— o ———.
For Tunnel 5 spur, o o o ——— o.
For outbound track, o ——— o o.

NINTH and DIVISION STREETS—San Francisco

Limits of Coast Division tracks extend from signal 250 feet west of tower to signal 600 feet east of tower.

Whistle signals governing routes as follows:
For Chemical Works, o o o ——— o.
For Upper Stone yard, o o ——— o o.
For Lower Stone yard, o ——— o o.
Portland Cement Co.'s track o ——— ——— o.
For Dunham, Carrigan and Hayden spur, ——— o ——— o.
For old eastward track, ——— o ———.

REDWOOD JUNCTION

Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:
To Western Division eastward, ——— o ———.
To Western Division westward, ——— o ——— o.
Movement against current of traffic, o ——— o o o.
For siding, o o ——— ——— o o.
For drill track westward, o o ——— o.
For Harbor spur, o ——— o o.
For Pratt-Lowe Co.'s spur, o ——— ——— o.

SANTA CLARA

Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark line to signal 1650 feet west of tower.

One sound of siren on tower requires that all trains and engines within the limits of the plant must stop.

Whistle signals govern routes as follows:
For Newark line, o o ——— ——— o o.
For Yard, ——— o ———.
Yard to roundhouse, ——— o ——— o.
Yard to San Jose passenger station, o o o ——— o.
Yard to Santa Clara drill track, o ——— ——— o.
Yard to drill track, o o ——— o.
Yard to old team track, o ——— o o o.

COLLEGE PARK

Limits extend from Signal Bridge 455 to 466 inclusive on eastward and westward main tracks; from Signal Bridge 466 to signal located just west of spring switch at junction of Milpitas line and roundhouse lead; and from dwarf light signal located 800 feet east of Newhall Street to Signal Bridge 464 on freight lead.

Tracks between San Jose passenger station and College Park facing San Francisco will be designated as follows:
Track on extreme left..............Freight Lead.
Track next adjacent................Eastward Main Track.
Track next adjacent................Westward Main Track.

Trains may operate in either direction on any of these tracks on proper signal indication. Speed against current of traffic on eastward and westward main tracks and both directions on freight lead restricted to 20 MPH.

Derails on tracks Nos. 404, 411, 412, 416, 515 and E. B. Pray Co., spur, within these limits are equipped with electric locks under control of signal operator at College Park tower. Permission of signal operator must be obtained to unlock derails. Release of lock will be authority to proceed. When entering main track, derail must be thrown first, then main track switch. Restore derail and electric lock to normal position when not in use. Instructions on operation of electric lock are posted inside door of lock box.

Switches on spur tracks Nos. 405, 406 and 409 leading off freight lead are manually operated. Engines must not foul freight lead without permission from signal operator.

Crossover between track 51 and drill track at Stockton St., equipped with electric switch lock, permission must be obtained from signal operator. Telephone in box on post 60 feet west of west end of crossover. Release of electric lock will be authority to proceed.

The main track switch and derail leading to round house opposite roundhouse office and all cross-over switches are power operated. Interlocking signals govern the movement only to the derail and not to the fouling point of track 51. The switch at west end of wye is a spring switch, normally lined for Milpitas line main track.

Trains stopped by signals call signal operator on the telephone. If authority obtained to move against "stop" indication, a careful examination of switches must be made before passing over them. French type telephones located in boxes on signal bridges or in close proximity of interlocking signals or locked derails, and direct communication may be had with signal operator at College Park. Button on ear phone should be pressed while in use.

Whistle signals governing routes as follows:
For westward movement to train yard via drill track............ } o ——— ——— o.
For track 51 to train yard, o o ——— ——— o o.
For San Jose freight yard, ——— o o ———.
For Freight Lead, ——— o ——— o.
For Santa Clara, drill track, o o o ——— o ———.
For roundhouse, o ——— ——— o o.
For Milpitas line, o o ——— o o.

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movements from roundhouse to main track.

Following code of signals for routes to be used:
Roundhouse to passenger station; one pull of cord.
Roundhouse to College Park; two pulls of cord.
For movements in roundhouse yard when necessary to foul westward main track. } three pulls of cord.

SAN JOSE-LOS GATOS LINE—(Western Pacific R. R. Crossing)

Limits extend from signal 486 feet west of tower to signal 604 feet east of tower.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific main track movements and against Western Pacific movements.

Speed on main track must not exceed 30 MPH through limits of plant.

When signals indicate "stop", Rule 663 (c) will govern.

Interlocking derail switches on drill tracks are manually operated and movements over Western Pacific tracks on these tracks must be made under provisions of Rule 663 (c).

Instructions for handling electric lock and time release posted at crossing.

WILLOW GLEN (San Jose Yard)—(Western Pacific R. R. Crossing)

Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

No signal operators on duty. Signals, switches and derails in position for Southern Pacific movements and against Western Pacific movements.

When signals indicate "stop," Rule 663 (c) will govern.

Instructions for handling electric lock and time release posted at crossing.

SAN LUIS OBISPO (WYE)—(Pacific Coast Ry. Crossing)

Wye track crossings with Pacific Coast Ry. are protected by electrically locked derails located in the Southern Pacific tracks 50 feet from the crossings, and by signals on Pacific Coast Ry. track. Employes turning engines on this wye will be governed as follows when making movements over these crossings:

If switch indicators indicate "block clear" and no Pacific Coast Ry. trains are seen approaching, derails, which are pipe connected and operated from a single switch stand, may be lined for movement over crossing. After movement is made, derails must be returned to derailing position.

If a Pacific Coast Ry. train or engine is approaching or occupying the circuits either side of or between the two crossings the indicators will indicate "block occupied" and the derails will be electrically locked. Should it be necessary to move over crossing while Pacific Coast Ry. trains or engines are standing on approach circuits, outside home signal limits, movement over crossing may be made by operating time release located at crossing. Operation of this release will place signals on Pacific Coast Ry. at "stop" and after three minutes, lock will be released.

Electric lock cannot be released while Pacific Coast Ry. trains or engines are occupying track between the two home signals.

Instructions for handling electric lock and time release are posted at each crossing.

CENTRALIZED TRAFFIC CONTROL

Movements within C. T. C. limits are governed by interlocking signals under control of signal operator, except some of the intermediate signals are automatic.

Interlocking rules will govern and supersede time-table and train-order superiority.

Within C. T. C. limits Rule 509 will govern when automatic block signals are encountered in stop position.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must be notified immediately.

When an interlocking signal indicates "stop" signal operator must be consulted by phone as quickly as possible after stopping. When authorized to proceed against the stop indication, careful examination of switch must be made after which train may proceed as per Rule 663.

Trains authorized to proceed in C. T. C. territory must not make movement in reverse direction without the proper interlocking signal or permission from signal operator.

C. T. C. limits between San Jose and Lick as follows:

At Lick—Westward from light signal 700 feet east of end of double track. Eastward to light signal at clearance point of Gilroy line double track.

On Lick Branch, to dwarf signal at clearance point of main track.

At San Jose—From and to dwarf signals on eastward and westward main tracks located 1500 feet west of end of double track east of passenger yard, and on freight lead between signal bridge 464 and junction with eastward main track at a point 1250 feet west of end of double track.

From Los Gatos Branch, movements governed by westward C. T. C. Signals 11-W located 30 feet east of crossover between freight lead and Los Gatos Branch. Upper signal governs to westward main track and station tracks. Lower signal governs to freight lead. When both signals indicate "stop" and it is desired to use connecting link to spur track No. 829, California Packing Corporation, after stopping and if cross-over switches are lined normally, and the track is seen to be clear to westward automatic signal 474.5 located at clearance point 250 feet west of Signal 11-W, proceed without authority from signal operator at San Jose station.

A westward dwarf C. T. C. signal located opposite Signal 471 at Park Avenue subway. This signal will display three aspects, red, yellow or green. Signal will be normally dark until lineup is made. Westward movements from Los Gatos line to freight lead must first be authorized by signal operator. Cross-over switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, cross-over switches lined, and if C. T. C. signal indicates "proceed", movement may be made.

To Los Gatos Branch from eastward main track governed by lower signal of two-indication signal located east of station and from freight lead governed by lower signal of two indication signal located 400 feet west of junction switch.

Eastward dwarf signal 474.5 on seven-foot mast will display RED or GREEN aspect.

RED—Stop. To enter block comply with Rule 509.

GREEN—Proceed to next Signal 474.

Signal 485 on San Jose Canning Co., spur at MP 48.5 governs movement to main track. Derail or main track switch must not be thrown until permission received from signal operator, and in addition switch indicator for both directions must indicate "block clear."

Switch at end of double track, east end passenger yard San Jose is power operated over which speed is restricted to 30 MPH in either direction for trains operating through turnout.

Movements from Valbrick (San Jose yard) connection to main track must first be authorized by signal operator. Derail and main track switches must not be lined for such movement without first obtaining permission from signal operator by telephone. After permission is received, switch lined, and if Signal 495 indicates "proceed," movement may be made.

Telephones and instructions located in small box on signal on bridges or closely adjacent to signals involved.

C. T. C. System between Santa Margarita and San Luis Obispo:

Limits extend from eastward absolute signal located 150 feet west of west switch of westward siding at Santa Margarita to westward absolute signals located at clearance point at end of double track San Luis Obispo.

Eastward absolute signal at west end of double track San Luis Obispo is semi-automatic and governs beyond the limits of the C. T. C. System to automatic Signal 2522 and will also bear number plate reading 2518SA.

Lower unit in Absolute Signal 2518 SA governs eastward movement on westward main track only to sign C. T. C. LIMIT at clearance point. When this signal indicates "Proceed on Diverging Route", eastward trains and engines must not pass the signal until oral understanding has been had with yardmaster or his representative that protection has been provided; except, proceed signal, green flag by day, green light by night, may be accepted as authority to move from C. T. C. limit to the first switch leading to yard tracks only.

Westward absolute signal at east switch westward siding Santa Margarita governs westward trains. Top unit governs movement on main track. Lower unit governs the movement to siding and governs only to clearance point on siding.

Westward siding is not a controlled siding. The east switch is equipped with a dual control switch machine and is under the control of Train Dispatcher. Before fouling this siding trains and engines, other than westward trains headed in at east switch by Train Dispatcher, must secure permission to use westward siding from Train Dispatcher who will designate time limit.

Following absolute signals are equipped with "call-on" signals:
Eastward absolute signal at west switch of westward siding, Santa Margarita.
Eastward absolute signal just east of east switch of engine track, Santa Margarita.
Westward absolute signal just east of east switch of engine track, Santa Margarita.
Westward absolute signal at east switch of westward siding, Santa Margarita.
Eastward absolute signal 2518SA at San Luis Obispo.

"Call-on" signals are under control of Train Dispatcher and will display a flashing yellow light only when train or engine is standing within 50 feet in advance of the signal. When "call-on" signal displays a flashing yellow light, it confers authority to pass that absolute signal indicating "stop" and move with caution to couple onto train, when such movement is made, trains or engines must not pass the absolute signal indicating "stop" until it is known that any approaching train or engine has stopped and hand or lamp signal to proceed is received from member of such train or engine.

Telephones are located adjacent to all absolute signals and all automatic dwarf signals, governing movements to main track.

Speed of freight trains must not exceed 8 MPH, passenger trains and light engines 12 MPH entering sidings on descending grades.

Speed through controlled sidings and turn-outs Cuesta, Serrano, Chorro and Goldtree must not exceed 15 MPH.

Speed on siding and through turn-outs Hathaway must not exceed 25 MPH for passenger trains and 18 MPH for freight trains.

Sand must not be used nor boosters started, boiler blow-off and sprinkling valves must be kept closed, while passing over dual controlled switches.

RULE 776 (a). When necessary to send flagman through tunnel 6 at Cuesta train must wait until flagman calls on telephone from opposite end of tunnel. Phones are located at Thyle near east portal of tunnel 6 and at Cuesta at east switch of siding.

TAKE-SIDING INDICATORS

RULES 705, 706, 707, 708 and 709.

Coyote—Take-siding indicators located on Signal 643 east of Coyote. When letter "M" is displayed it will authorize westward trains to continue on main track to end of double track at Lick, irrespective of superiority. When letter "S" is displayed trains will take siding on center siding Coyote. Indicator located on Signal 621 at west end of center siding, when letter "M" is displayed, it will authorize trains to enter and continue on westward main track to end of double track at Lick, irrespective of superiority.

King City—Take-siding indicators located on distant Signals 1622 and 1645, west and east of King City. When letter "M" is displayed in indicator on Signal 1622 it will authorize eastward trains to continue on main track to train-order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at west switch of siding. When letter "M" is displayed on Signal 1645 it will authorize westward trains to continue on main track to train-order signal at King City, irrespective of superiority. When letter "S" is displayed trains will take siding at east switch of siding.

MISCELLANEOUS

1. Engines with tenders less than 9,000 gallon capacity must have full tank of water San Luis Obispo westward and Santa Margarita eastward.

When freight trains are double-headed with two engines, they must be detached to take water.

4. In helper service.

(a) No helper engine will be placed behind wooden underframe cars.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) Helper engines will not be placed behind caboose of eastward freight trains from Santa Margarita.

(e) Helper engines must not be placed on rear of 5000 class engines in the direction of caboose when latter engines are being operated backwards.

Pushing trains out of yards.

(f) No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

(g) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(h) Air will not be coupled through the pusher engine.

(i) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(j) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine.

(k) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

10. Freight trains or engines with freight cars are not permitted to operate over tracks 2, 3, 4 or 5 San Jose passenger yard.

Engines equipped with pilot plows are prohibited from moving over tracks adjacent to station platforms at San Jose and San Francisco.

GS class engines entering stub-end tracks in passenger station San Francisco must stop fifty feet from bulkhead or bumping post.

No cars or engines are to be left on Serrano siding at any time except trains meeting or being passed by other trains.

On account of light rail and sharp curvature, 3200 series and heavier engines must not be operated over following tracks:

Aqua, spur.
Millbrae, dairy and pottery spurs.
Broadway, oil spur.
Burlingame, Cahalan spur.
Howest, San Mateo Feed & Fuel and H. E. Casey spurs.
San Mateo, Wisnom spur, P. G. & E. spur, Pullman spur.
Hayward Park, salt spur.
Romac, spur.
San Carlos, industry spurs on bay side of main track, house track west of freight shed.
Redwood City, corral track, team track, Pratt-Low, Cullen spurs; Redwood Harbor track and spurs; all spurs off Dumbarton line.
Menlo Park, Peninsular Bldg. Matl. Co. spur and wood spur, house track west of freight shed.
Palo Alto, all spurs leading off drill track.
Mountain View, Minton, Shell Oil and beet spurs.
Sunnyvale, Libby spur; all spurs off both drill tracks, except Schuckl and Berry Growers spurs.
Santa Clara, all industry spurs.
San Jose, all industry spurs.
Lick, corral track.
Coyote, Pacific Coast Aggregates, gravel spur.
Morganhill, Standard Oil and dried fruit spur.
Lonoke, spur.
Castroville, all industry and spur tracks.
Salinas, leads 4, 35, 55, 57, 200, 210, 250; lead 133 cannot be used east of girder rail crossing; all industry spurs.
Gonzales, Gibson spur.
Camphora, beet spur.
M.P. 199.6 spur serving East Garrison, Bradley Camp.
Asuncion, spur track.
Thyle, spur.
East end Tunnel 9, spur.
Hathaway, Shell Oil, Standard Oil and Richfield Oil spurs.
San Luis Obispo, vegetable spur, west end of team track.
Devon, wye tracks.
Casmite spur, engines must not operate beyond spot one on loading rack.
Surf, oil spur; short leg of wye.
Honda Notches, M.P. 306.45 work track can be used to clearance point only.
Jalama, spur.
Goleta, Walnut spur.

MONTEREY BRANCH

Castroville, water track, may use 600 feet on west end only.
Nashua, siding.
Lapis, Bay Development Co., spur.
Bardin, spur.
Seaside, siding.
Retreat, spur.
Del Monte, hotel spur.
Del Monte-Monterey, siding between two stations.
Monterey, house and team tracks, corral track, Army spur, San Carlos Canning Co. spur, F. Mimmick, warehouse spurs.

Following engines must not be operated on branches under which listed:

SAN BRUNO BRANCH

E, A, P, Mk, F, AC, AM, Mt, GS, SP class engines must not be operated on this branch.

LOS ALTOS AND LOS GATOS BRANCHES

E, A, P, Mk, F, AC, AM, Mt, GS, SP class, except
Mt, F-1 and Mk class may be used, but must not exceed 15 MPH.

P-1, P-3, P-4, and P-5 class may be used when weight on drivers does not exceed 155,000 lbs., but must not exceed following speed:

San Jose-Vasona Jct. 35 MPH, except restricted to 10 MPH from Junction switch at San Jose to M.P. 47.38 and to 25 MPH between M.P. 53.28 and Vasona Jct. switch account curved track.

Vasona Jct.-Los Gatos 30 MPH except restricted to 25 MPH between Vasona Jct. switch and M.P. 52.67 account curved track.

Vasona Jct.-California Ave. 35 MPH except restricted to 25 MPH between M.P. 47.61 and M.P. 48.06.

HOLLISTER, LOMPOC AND WHITE HILLS BRANCHES

A, P, Mk, F, AC, AM, Mt, GS, SP class. Except between Surf and M.P. 304.3, Mk and F class may be used.

LICK BRANCH

E, P, A, Mk, F, AC, AM, Mt, GS, SP class.

SANTA CRUZ AND DAVENPORT BRANCHES

E, A, T-40 (2371), Mk, F, AC, AM, Mt, GS, SP, P class.

MONTEREY BRANCH

E, A, P, Mk, F, AC, AM, Mt, GS, SP class.

Except P-1, P-3, P-5 and P-6 class may be used between Monterey and Pacific Grove when weight on drivers does not exceed 172,000 lbs., but must not exceed 15 MPH where slow boards restrict to 25-18.

Except F-1, Mk, P, Mt and GS class may be used between Castroville and Monterey passenger station but must not exceed 20 MPH on curves and 30 MPH on tangent.

Except F-1, Mk, P, Mt and GS class using east leg of wye at Castroville must not exceed 8 MPH and must not be operated on Monterey siding between west switch Del Monte and first crossover west of scale house Monterey.

SPRECKELS BRANCH

AC, AM, Mt, GS, SP class.

20. Handling of head end cars on rear of passenger trains is not permitted unless so constructed that trainmen can pass through in an emergency, except that between San Francisco and San Jose such cars may be handled on rear provided retaining valve be on head end of car to enable compliance with air brake Rule 39 when making running air test.

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

21. Western Division westward main track between Middlefield road crossing and home interlocking signal, located just east of Redwood Junction tower, will accommodate a train of approximately 39 cars, without interference with movements within the interlocking limits. Western Division westward trains consisting of over 39 cars with no set-out should pass Middlefield road crossing only when distant Signal D-269 is found to be in proceed position.

SPEED RESTRICTIONS

Passenger trains, handling steel wheel box cars commonly known as "P.M.T." cars or foreign line steel wheel box cars equipped for movement in passenger trains except those equipped with high speed trucks, must not exceed speed of 60 MPH.

All trains must not exceed speed of 15 MPH San Luis Obispo yard.

Not more than two light engines will be coupled for any road movement.

Engines operated coupled tender to tender must not exceed speed same engines running backward.

Trains and engines must not exceed 10 MPH through crossovers, turnouts and on sidings except controlled sidings in C.T.C. limits unless otherwise specified.

Engines turning on wye Spreckles Jct. must not exceed 6 MPH.

Maximum speed for engines and motors backing is 30 MPH except where track conditions require lower speed and not exceed 25 MPH on curves and approaching grade crossings.

Maximum speed for switch engines S or SE class, 20 MPH.

Trains and engines via Newark line must not exceed speed of 35 MPH Redwood Jct. to end of Coast Division M.P. 27.59.

Trains and engines must not exceed speed of 15 MPH from Division point (M.P. 45.17) on Milpitas line to junction of westward main track (M.P. 47.39) at San Jose.

Trains and engines must not exceed speed of 12 MPH between Goldtree and Camp San Luis Obispo.

Trains and engines must not exceed speed of 15 MPH between Tangair and Camp Cooke, 12 MPH on legs of wye and Government balloon track and 10 MPH through turn-outs.

When tenders of engines have water capacity of 7000 gallons or less, except 70-R-1 and 70-SC-1, maximum speed 50 MPH. Tenders having water capacity in excess of 7000 gallons and including classes 70-R-1 and 70-SC-1, same as engine speeds.

Disabled engines (except Switch engines Class S and SE) hauled in trains or running under own steam:

	MPH
With all rods on, hauled in trains	30
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When all weight removed from any one pair drivers	20
When all weight removed from only one wheel any pair drivers	30
When engine truck is removed	20
Class S and SE engines under all conditions	20

SP 5000 class engines when inside main rod has been removed account middle cylinder disabled, must not exceed 30 MPH whether running under its own steam or towed in train.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Page No.	TERRITORY	PASSENGER								LIGHT ENGINES RUNNING FORWARD				
		GS; Mt; P—(cross counter-balanced) with stream-lined cars only (other than Lark equipment)	P-7-8 (cross counter-balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5	E T-26-32-37-40 P-1-3-4-5-6-7-8-11 A Gas-elec. cars	F-1-3-4-5 (cross counter-balanced) AC-4-5-7-8-9-10	M (except M-21) T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9	C-2 to 10, inc.-18-19-26-27-28-29 AC-6 AM-2	M-21 C-15-17 TW Mk-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3	FREIGHT AND MIXED	E P A Mt-1-2-3-4-5 GS-1-2-3-4-5	T-26-32-37-40 F-1-3-4-5 (cross counter-balanced)	M T-1-8-9-23-28-31-36-57-58 C-2 to 10 inc.-18-19-26-27-28-29 Mk-5-6-7-8-9 F-1-3-4-5 SP-1-2-3	DES C-15-17 TW AC Mk-2-4-10 AM-2	LIGHT ENGINES BACKING (except gas-elec. cars)
2,3,4,5,6	San Francisco, Third St. Station—East Portal Tunnel 1—1.8 miles	25	25	25	25	25	25	25	25	25	25	25	25	15
2,3,4,5,6	East Portal Tunnel 1—Bayshore	50	50	50	50	45	45	40	35	45	40	35	30	30
2,3,4,5,6	Bayshore—M.P. 19.0	60	60	60	50	45	45	40	40	45	40	35	30	30
2,3,4,5,6	M.P. 19.0—24.6	75	65	65	50	45	45	40	40	45	40	35	30	30
2,3,4,5,6	M.P. 24.6—32.0	60	60	60	50	45	45	40	40	45	40	35	30	30
2,3,4,5,6	M.P. 32.0—45.0	75	65	65	50	45	45	40	40	45	40	35	30	30
2,3,4,5,6	M.P. 45.0—College Park	60	60	60	50	45	45	40	40	45	40	35	30	30
2,3,4,5,6	College Park—Signal Bridge 464	45	45	45	45	45	45	40	35	30	30	30	30	30
2,3,4,5,6	Signal Bridge 464—End of double track (M.P. 47.55)—San Jose	30	30	30	30	30	30	30	20	20	20	20	20	20
8, 9	End of double track (M.P. 47.55) San Jose—Willow Glen (M.P. 49)	50	50	50	40	40	40	40	35	45	40	35	30	30
8, 9	Willow Glen (M.P. 49)—M.P. 86.0	75	65	65	50	45	45	40	40	45	40	35	30	30
8, 9	M.P. 86.0—End of double track Sargent	60	60	60	50	45	45	40	40	45	40	35	30	30
8, 9	End double track Sargent—M.P. 94.5	50	50	50	50	45	45	40	35	45	40	35	30	30
8, 9	M.P. 94.5—M.P. 98.0	75	65	65	50	45	45	40	40	45	40	35	30	20
8, 9	M.P. 98.0—Watsonville Jct. Yard Office	40	40	40	40	40	40	40	30	30	30	30	30	20
8,9,10,11	Watsonville Jct. Yard Office—East end double track Eastward	30	30	30	30	30	30	30	30	30	30	30	30	20
	Westward	45	45	45	45	45	45	40	30	30	30	30	30	20
10, 11	Watsonville Jct. end double track—M.P. 103.0	50	50	50	50	45	45	40	35	45	40	35	30	20
10, 11	M.P. 103.0—109.0	45	45	45	45	45	45	40	35	45	40	35	30	30
10, 11	M.P. 109.0—112.5	60	60	60	50	45	45	40	40	45	40	35	30	30
10, 11	M.P. 112.5—147.5	75	65	65	50	45	45	40	40	45	40	35	30	30
10, 11	M.P. 147.5—155.0	60	60	60	50	45	45	40	40	45	40	35	30	30
10, 11, 12	M.P. 155.0—188.0	75	65	65	50	45	45	40	40	45	40	35	30	30
12	M.P. 188.0—236.7	60	60	60	50	45	45	40	40	45	40	35	30	30
12	M.P. 236.7—248.3	25	25	25	25	25	25	25	18	22	22	22	22	15
12	M.P. 248.3—San Luis Obispo	35	35	35	35	35	35	35	18	22	22	22	22	15
13	San Luis Obispo—M.P. 259.0	60	60	60	50	45	45	40	40	45	40	35	30	30
13	M.P. 259.0—262.3	50	50	50	50	45	45	40	35	45	40	35	30	30
13	M.P. 262.3—283.0	75	65	65	50	45	45	40	40	45	40	35	30	30
13	M.P. 283.0—291.3	55	55	55	50	45	45	40	40	45	40	35	30	30
13	M.P. 291.3—295.8	75	65	65	50	45	45	40	40	45	40	35	30	30
13	M.P. 295.8—300.2	55	55	55	50	45	45	40	40	45	40	35	30	30
13	M.P. 300.2—309.0	60	60	60	50	45	45	40	40	45	40	35	30	30
13	M.P. 309.0—312.0	50	50	50	50	45	45	40	35	45	40	35	30	30
13	M.P. 312.0—318.0	75	65	65	50	45	45	40	40	45	40	35	30	30
13	M.P. 318.0—323.0	50	50	50	50	45	45	40	35	45	40	35	30	30
13	M.P. 323.0—368.0	75	65	65	50	45	45	40	40	45	40	35	30	30
13	M.P. 368.0—Santa Barbara	50	50	50	50	45	45	40	35	45	40	35	30	30

SPEED RESTRICTIONS—BRANCHES

Maximum speed of passenger, freight and mixed trains is as shown below:

Page No.	TERRITORY	PASSENGER Maximum	FREIGHT Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Class	LIGHT ENGINES RUNNING FORWARD Maximum
7	San Bruno Branch	..	15	12	15	15
7	California Ave.—Vasona Jct.	35	30	20	20	30
7	San Jose—Vasona Jct.	40	30	20	20	30
7	Vasona Jct.—Los Gatos	30	18	15	20	25
7	M.P. 129.4—Santa Cruz	25	18	15	20	25
7	Davenport—Santa Cruz	20	20	20	20	20
7	Santa Cruz—Watsonville Jct.	30 on Tangent 25 on Curves	25	15	20	25
8	Lick—Alamitos	..	10	..	10	..
8	Carnadero—Hollister	30	25	15	20	30
10	Castroville—Monterey	40	30	15	20	30
10	Monterey—Pacific Grove	25	18	15	20	20
10	Pacific Grove—Asilomar	15	15	10	15	15
10	Spreckels Jct.—Spreckels	..	15	10	15	15
12	Surf—Lompoc	20	20	15	20	20
12	Lompoc—White Hills	15	15	10	10	10

SPEED OF TRAINS THROUGH CITY LIMITS

Pages	LOCATION	MPH
2, 3, 4, 5, 6	Burlingame trains 114, 98, 122 and 36 (over crossings Oak Grove Ave. to Peninsula Ave., incl.)	30
2, 3, 4, 5, 6	Redwood City	45
2, 3, 4, 5, 6, 7, 8	San Jose, unprotected grade crossings Stockton Ave. and Emery St., 10:00 P.M. to 6:00 A.M.	12
7	Santa Cruz	20
7	Watsonville	20
8, 9	Gilroy	35
8	Hollister	15
10, 11	From westerly line of Main St. to easterly city limits Salinas	25
13	Santa Barbara (over all grade crossings)	20

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS (Continued)

PAGE	CLASS OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4	On tangent main tracks	35
	except SPMW 4044	25
5-6	On tangent branch tracks	25
All	On all curves. . . . 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4	On tangent main tracks	20
All	On curves and on branch tracks	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4	On tangent main tracks	35
5-6	On tangent branch tracks	25
All	On all curves. . . . 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	San Francisco—San Bruno, yard drags: S-SE class engines	20
	Other class engines	35
	Through interlocking plants with caution.	

Whenever practicable, locomotive cranes, or cranes of similar type, should be handled in trains with heavy end forward. These instructions do not apply to commercial cranes nor to caterpillar or other types loaded on flat cars, but do apply to all locomotive cranes moving on their own wheels.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by Trains 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS class engines, must not exceed speed prescribed for class of power used.

Speed of any train must not exceed 15 MPH between any point Simla and Permanente interchange yard.

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

Class F and SP engines not counter-balanced restricted to 40 MPH.

Following engines have been cross counter-balanced for speed of 75 MPH with passenger streamlined cars only:

All GS-1, 2, 3, 4, 5, Mt-1, 2, 3, 4, 5.

All P-7, 8, 10, 12 class except 2470 and 2477.

Following engines have been cross counter-balanced for speed of 55 MPH handling passenger trains:

F-1, 3, 4, 5 class—3612, 3615, 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3668, 3676, 3677, 3681, 3682, 3683, 3685, 3687, 3692, 3701, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5 class.

All AC-7-8-10 class.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	24	2.30	37	1.37	50	1.12	63	0.57
8	7.30	25	2.24	38	1.34	51	1.10	64	0.56
10	6.00	26	2.18	39	1.33	52	1.09	65	0.55
12	5.00	27	2.13	40	1.30	53	1.08	67	0.54
15	4.00	28	2.08	41	1.27	54	1.06	68	0.53
16	3.45	29	2.04	42	1.25	55	1.05	69	0.52
17	3.31	30	2.00	43	1.23	56	1.04	70	0.51
18	3.20	31	1.56	44	1.21	57	1.03	72	0.50
19	3.09	32	1.52	45	1.20	58	1.02	74	0.49
20	3.00	33	1.49	46	1.18	59	1.01	75	0.48
21	2.51	34	1.45	47	1.16	60	1.00		
22	2.43	35	1.42	48	1.15	61	0.59		
23	2.36	36	1.40	49	1.13	62	0.58		

LOCATION OF OVERHEAD AND SIDE CLEARANCE STRUCTURES NOT STANDARD CLEARANCE

M. P.	EAST OF	WEST OF	DESCRIPTION
1.3	San Francisco	Bayshore	Mariposa St. Bridge
1.3	“	“	A.T. & S.F.Ry. Crossing
1.5	“	“	Tunnel 1
1.7	“	“	22nd Street Crossing
1.9	“	“	23rd Street Crossing
2.0	“	“	Tunnel 2
3.1	“	“	Oakdale Avenue
3.4	“	“	Tunnel 3
4.2	“	“	Paul Ave.
4.6	“	“	Tunnel 4
7.7	Bayshore	South San Francisco	“ 5
29.7	Menlo Park	Palo Alto	San Francisquito Creek Bridge
46.9	San Jose	Passenger Station	Station Umbrella Sheds
155.1	Metz	Coburn	Tunnel 5½
182.9		At San Ardo, siding	East water tank spout
200.6	Bradley	Nacimiento	Salinas River Bridge
207.0		At San Miguel, main track and siding	Water tank spout
222.0	Templeton	Asuncion	Road Crossing
239.6	Cuesta	Thyle	Tunnel 6
240.2	Thyle	Serrano	“ 7
240.6	“	“	“ 8
240.9	“	“	“ 9
241.7	“	“	“ 10
245.8	Serrano	Chorro	“ 11
251.1	Hathaway	San Luis Obispo	Road Crossing
251.2	“	“	“
251.8	“	“	“
261.4	Tiber	Pismo	Villa Creek, 2nd Crossing
262.7	“	“	Villa Creek, 3rd Crossing
266.4	Oceano	Callender	Arroyo Grande River Bridge
265.9		At Oceano, main track	West water tank tub
279.5	Guadalupe	Waldorf	Road Crossing
318.3	Sudden	Jalama	Tunnel 12
339.4		Gaviota, main track	Water tank floor beams

M. P.	EAST OF	WEST OF	DESCRIPTION
		SAN BRUNO BRANCH	
5.3		At Elkton, Ocean Ave.	Trolley wires
		SOUTH SAN FRANCISCO BELT RY.	
		South San Francisco	Stock runway
		OLYMPIA—WATSONVILLE JUNCTION	
126.0	Felton	Big Trees	Redwood tree (side clearance)
126.3	Big Trees	Rincon	San Lorenzo River Bridge
125.6	“	“	Tunnel 5
121.5	Eblis	Park Street	“ 6
119.7	Santa Cruz	Seabright	San Lorenzo River Bridge
		CASTROVILLE—PACIFIC GROVE	
113.5	Nashua	Neponset	Salinas River Bridge

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
“ —66 ft.	127,610			
“ —70 ft.	122,620			
“ —70 ft. (With Auto. End Door)	125,800			
“ —(Dynamo)	98,730			
“		87,120		
Baggage & Mail—60 ft.	103,620			
“ “ “ —69 ft.	124,760			
“ “ “ —70 ft.	129,140			
“ “ “		103,590		
“ “ Passenger	108,675	112,640		
Express Refr.—N. P. Ry.		74,000		
“ “ —A. R. E. No. 40-154		78,000		
“ “ — “ “ 153-224		89,000		
“ “ — “ “ 500-506		110,000		
“ “ — “ “ 1101-1175		85,000		
“ “ —P. F. E. “ 500-799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
“ “ —60 ft.	105,120			
Assembly (ACI)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
“ (ACW)—Cars 107-128			182,800	182,800
“ (ACW)—Cars 140-141-99			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
“ —72 ft. (ACI)			165,000	157,800
“ —72 ft. (ACW)			158,700	158,700
“ —Streamline—Single (ACS)			108,900	104,500
“ — “ —Art. (ACS)			181,400	172,600
“ —74 ft. (ACI)			180,915	173,125
“ —74 ft. (ACS)			186,000	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
“ —70 ft. (ACI)	137,640		157,800	151,000
“ —70 ft. (ACW)	137,640		151,000	151,000
“ —72 ft. (ACI)			164,500	157,400
“ —72 ft. (ACW)			153,500	153,500
“ —73 ft. 6 in. (ACW)			163,000	163,000
“ —73 ft. 6 in. (ACI)			168,500	161,200
“ —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
“ “ —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
“ (ACW)			156,000	156,000
Daylight—(20-car train)			2,163,450	2,163,450
“ —Chair-Baggage (ACS)			124,250	124,250
“ —Art. Chair (ACW)			203,000	203,000
“ —Diner (Triple Unit) (ACW)			336,200	336,200
“ —Chair Car (ACW)			121,200	121,200
“ —Tavern (ACS)			129,180	129,180
“ —Parlor (ACS)			124,600	124,600
“ —Parlor-Obs. (ACW)			117,350	117,350
Lark—(20-car train)			2,755,000	2,547,000
“ —Baggage (NAC)	127,000	127,000		
“ —Postal (NAC)	132,000	132,000		
“ —Diner (Triple Unit) (ACW)			325,000	325,000
“ —Pullmans-Streamline (ACM)			146,000	130,000
Diner—70 ft.		135,930		
“ —72 ft.	155,330	146,930		
“ —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
“ —77 ft. (“ “) (ACW)			162,950	162,950
“ —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
“ —77 ft. (“ “ “) (ACM)			189,581	173,836
“ —79 ft. (NAC)	169,100			
“ —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (“ “ “) (ACI)			189,800	181,630
“ (Arch Roof) (ACI)			167,500	160,300
“ (“ “) (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
“ —77 ft. (ACI)			194,543	186,166
“		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
“ — “ (ACM)	160,800	153,000	192,300	176,300
“ — “ Lounge (ACM)	171,200		194,900	178,900
“ — “ “ (ACI)	171,200		187,682	179,600
“ —Bedroom (ACI)	167,600		183,920	176,000
“ — “ (ACM)	167,600		195,800	179,800
“ —Sleeper (ACM)	163,100		191,100	175,100
“ — “ (ACI)	163,100		180,075	171,500
“ —Tourist (ACM)	153,000		185,200	169,200
“ — “ (ACI)	153,000		168,663	161,400

*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco........	Dr. C. A. Walker........	Chief Surgeon and Manager.
San Francisco........	Dr. W. W. Washburn....	Assistant Chief Surgeon.
San Francisco........	Dr. E. N. Greenwood....	Sup. of Surgical Serv., Genl. Hosp.
San Francisco........	Dr. R. Emmet Allen.....	Sup. of Medical Serv., Genl. Hosp.
San Francisco........	Dr. Clinton Horn........	Examiner, 65 Market St.
San Francisco........	Dr. S. P. Strange........	Dist. Surgeon and Examiner, 3rd and King Sts.
Daly City.............	Dr. Homer Righetti	District Surgeon.
South San Francisco..	Dr. Edwin I. Bartlett....	District Surgeon.
South San Francisco..	Dr. W. H. Musselman...	District Surgeon.
Ocean View..........	Dr. Harry A. Derring....	Emergency Surgeon.
Burlingame..........	Dr. E. G. Gamette	District Surgeon.
San Mateo..........	Dr. Benjamin H. Page...	District Surgeon.
Redwood City.......	Dr. Harper Peddicord....	District Surgeon.
California Ave......... Palo Alto.............	Dr. Granville Wood.....	District Surgeon.
Palo Alto............	Dr. Burt L. Davis, Jr....	District Surgeon.
Los Altos............	Dr. A. H. MacFarlane....	District Surgeon.
Sunnyvale............	Dr. Howard Diesner.....	District Surgeon.
Campbell.............	Dr. W. I. Merrill........	District Surgeon.
Los Gatos...........	Dr. William R. Harder...	District Surgeon.
Santa Cruz...........	Dr. Samuel B. Randall...	District Surgeon.
Santa Cruz...........	Dr. A. A. Cowden........	Assistant District Surgeon.
Mountain View......	Dr. A. H. McFarlane....	District Surgeon.
Santa Clara..........	Dr. J. I. Beattie.........	District Surgeon.
San Jose............	Dr. C. M. Burchfiel	District Examiner and Surgeon.
San Jose............	Dr. C. Kelly Canelo	District Examiner & Surgeon.
Morganhill..........	Dr. J. Allison Cary......	District Surgeon.
Gilroy...............	Dr. Elmer J. Chesebro....	District Surgeon.
Hollister............	Dr. L. E. Smith.........	District Surgeon.
Watsonville..........	Dr. F. H. Koepke.......	District Surgeon.
Watsonville..........	Dr. D. S. Woodard......	District Examiner and Surgeon.
Watsonville..........	Dr. L. M. Liles.........	District Surgeon.
Watsonville..........	Dr. M. F. Bettencourt...	Oculist and Aurist.
Monterey............	Dr. Mast Wolfson.......	District Surgeon.
Pacific Grove........	Dr. H. S. Hoyt..........	District Surgeon.
Salinas..............	Dr. E. Wiley Reeves.....	District Examiner and Surgeon.
Salinas..............	Dr. Rollin Reeves.......	District Examiner and Surgeon.
Castroville..........	Dr. A. J. Trinkle........	District Surgeon.
Gonzales...........	Dr. L. P. Davlin........	Emergency Surgeon.
King City...........	Dr. C. T. Bullard........	District Surgeon.
San Miguel..........	Dr. Edward Blair........	District Surgeon.
Paso Robles.........	Dr. G. L. Sobey.........	District Surgeon.
Atascadero..........	Dr. H. McGarvey.......	Emergency Surgeon.
Santa Margarita.....	Dr. Harry J. Coventry...	Emergency Surgeon.
San Luis Obispo......	Dr. F. R. Mugler........	District Examiner and Surgeon.
San Luis Obispo......	Dr. J. B. V. Butler......	District Examiner and Surgeon.
San Luis Obispo......	Dr. R. T. Treadwell.....	Assistant District Surgeon.
San Luis Obispo......	Dr. Geo. B. Kelker......	Oculist and Aurist.
Santa Maria.........	Dr. W. D. Sink..........	District Surgeon.
Santa Maria.........	Dr. W. C. Conser.......	Assistant District Surgeon.
Santa Maria.........	Dr. M. E. Mesirow......	Oculist and Aurist.
Guadalupe..........	Dr. A. M. Beckler.......	District Examiner and Surgeon.
Lompoc.............	Dr. L. E. Heiges........	District Examiner and Surgeon.
Lompoc.............	Dr. L. E. Heiges, Jr......	Asso. District Examiner & Surgeon.
Santa Barbara.......	Dr. C. S. Stevens........	District Examiner and Surgeon.
Santa Barbara.......	Dr. Edwin R. Kluss......	District Surgeon.
Santa Barbara.......	Dr. A. B. Steele.........	District Surgeon.
Santa Barbara.......	Dr. William J. Mellinger.	Aurist.
Santa Barbara.......	Dr. William H. Johnston.	Oculist.

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF ENGINES—COAST DIVISION—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco to Morganhill Watsonville Jct. to Morganhill San Jose to San Francisco Santa Margarita to Watsonville Jct.	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo and Santa Barbara
M-4	M-63 20/28 126, 135-S	1617 to 1713..................	190	2950	6500	2550	780	700	1750
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825........	200	3650	7500	3150	990	890	2150
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836....	210	3850	8000	3350	1050	950	2250
M-11	M-63 22/28 153-S, 162-SF	1832 to 1835..................	200						
T-28, 31	T-63 22/28 162-S	2311 to 2362..................	210	4200	9000	3650	1150	1050	2500
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384..................	210	4300	9000	3750	1150	1050	2550
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460..........	210	3500	7000	3050	860	770	2000
P-4	P-77 23/28 155/B-58-SF	2400 to 2437..................	210	4000	8000	3450	1000	860	2400
P-6	P-77 25/28 172-S	2453 to 2458..................	200	4300	9000	3750	1100	970	2500
P-7	P-73 25/28 171-S	2476, 2477..................	200	4350	9000	3800	1150	1050	2550
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483........	200	4600	10000	4000	1200	1050	2650
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491..............	200	4800	10000	4150	1250	1150	2900
P-11	P-68 24/26 157-S	3100 to 3109..................	180	3700	7000	3200	900	800	2100
P-12	P-73 26/28 189-SF	3120 to 3129..................	205	5050	10000	4400	1250	1150	2900
C-8, 9, 10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2624 to 2860........	210	4600	10000	3950	1300	1150	2700
C-5	C-57 22/30 185-S, 187-S....								
TW-1	TW-54 22/26 147	2900 to 2913..................	180	3500	7500	3050	950	850	2050
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923..............	190	3900	9000	3200	1050	950	2250
A-3	A-81 20/28 112-S	3025 to 3071..................	210	2800	5500	2400	630	550	1550
A-3	A-81 20/28 120/B-64-SF	3025 to 3071..................	210	2900	6000	2500	630	550	1700
Mk-2, 4	Mk-57 23½/30 206-S, 230-SF	3200 to 3240..................	210	5400	10000	4650	1500	1350	3200
Mk-5, 6	Mk-63 26/28 210-S, 233-SF	3241 to 3277..................	210	5850	12000	5150	1600	1450	3500
Mk-7, 8, 9	Mk-63 29/30 247-S, 257-SF	3300 to 3324..................	176	6350	12000	5550	1750	1600	3750
Mk-7, 8, 9	Mk-63 27/30 247-S, 257-SF		205						
F-1	F-63 27½/32 273-S, 282-SF	3611 to 3652..................	200	6700	12000	5800	1900	1700	3900
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667..................	200	7600	12000	6600	2100	1900	4500
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3769..................	200	8000	12000	7000	2350	1900	4750
F-5	F-63 29½/32 306/B-62-SF								
AC-4, 5	AC-63 24-24/32 475-SF, 483-SF	4100 to 4125..................	235	11900	16000	10400	3150	2950	6900
AC-6, 7	AC-63 24-24/32 517-SF, 515-SF	4126 to 4176..................	250	12500	17000	11000	3300	3100	7300
AC-8, 10	AC-63 24-24/32 532-SF	4177 to 4244..................							
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376..................	210	6600	12000	5750	1700	1500	4000
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409..................	250	7000	12000	6100	1750	1550	4200
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415..................							
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429..................	280	7200	12000	6300	1800	1600	4350
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4459..................	300						
GS-5	GS-80 25½/32 279/B-122-SF								
SP-1	SP-63 25/28-32 316/B-60-SF	5000 to 5049..................	225	8000	12000	7900	2600	2100	5300
SP-2, 3	SP-63 25/28-32 317/B-61-SF								
Allowance for Empty and Underloaded Cars—M's		Less than 45 M's..................		6	6	6	3	3	6
		45 M's to 55 M's..................		3	3	3	3	3	3
		More than 55 M's..................		0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

RATING OF ENGINES — COAST DIVISION BRANCH LINES

In Ms of 1000 lbs. back of tender

NOMINAL CLASS	ENGINE NUMBERS	California Ave. to Los Gatos San Jose to Los Gatos	Los Gatos to California Ave.	Simla to Permanente	Watsonville Jct. and Santa Cruz	Santa Cruz to Davenport	Davenport to Santa Cruz	Castroville to Pacific Grove Pacific Grove to Ord Hollister to Tres Pinos	Ord to Castroville Gilroy to Hollister Tres Pinos to Gilroy	Santa Cruz to Olympia
M-4	1617 to 1713..................	1850	2400	630	1200	1400	2550	1550	3450	610
M-6, 8	1721 to 1803, 1823 to 1825.....	2200	2850	720	1450	1650	3000	1850	4050	740
M-9, 11	1804 to 1822, 1826 to 1836.....	2300	3000	820	1550	1750	3150	1950	4250	790
T-28,31,32	2311 to 2384..................	2550	3300	900	1700	1950	3450	2150	4650	850
P-1, 3, 5	2400 to 2452, 2459, 2460.......	1950	2600	....	....	....	....	*1700	*3700	....
P-4	2400 to 2436..................	2150	2850	....	....	....	....	....	....	....
C-5,8,9,10	2513 to 2599, 2624 to 2860.....	2900	3750	1040	1950	2200	3900	2450	5250	1000
TW-1	2900 to 2913..................	2200	2900	800	1350	1700	3000	1850	4000	760
TW-8	2914 to 2923..................	2450	3200	890	1650	1900	3350	2050	4450	850
Mk-2, 4	3201 to 3240..................	3200	4250	1110	....	....	....	*2700	*5900	....
Mk-5, 6	3241 to 3277..................	3550	4650	1260	....	....	....	*2950	*6400	....
Mk-7, 8, 9	3300 to 3324..................	3900	5150	1450	....	....	....	*3350	*7200	....
F-1	3600 to 3652..................	4050	5400	1500	....	....	....	*3500	*7500	....

*Rating on Monterey Branch only.

DIVISION MILEAGE

First Main Track

San Francisco 3rd St. to Santa Barbara	S. P. R. R. Co.	354.72		
	S. P. Co.	10.37	365.09	
End Western Division to San Jose	C. P. Ry	1.51		
	S. P. R. R. Co.	0.71	2.22	
End Western Division to Santa Clara	S. P. Co.	1.24		
	S. P. R. R. Co.	.04	1.28	
End Western Division to Redwood Junction	C. P. Ry.		1.37	
College Park to San Jose	S. P. Co.		1.31	
Total First Main Track			371.27	

Second Main Track

San Francisco to Santa Barbara	S. P. R. R. Co.	66.87		
	S. P. Co.	10.37	77.24	
Redwood Jct. to Sweeney	C. P. Ry.		1.32	
Total Second Main Track			78.56	
Total 1st and 2nd Main Track				449.83

Branches

San Bruno to Bernal	S. P. R. R. Co.		9.81	
Baden to San Bruno via South San Francisco	S. P. R. R. Co.	1.60		
	S. P. Co.	1.29	2.89	
California Ave. to Vasona Junction	S. P. R. R. Co.	0.01		
	S. P. Co.	16.25	16.26	
San Jose to Los Gatos	S. P. Co.		8.92	
Olympia to Santa Cruz	S. P. Co.		9.14	
Lick to Alamitos	S. P. R. R. Co.		3.83	
Carnadero to Hollister	S. P. R. R. Co.		13.01	
Santa Cruz to Davenport	S. P. R. R. Co.		11.91	
Watsonville Junction to Santa Cruz	S. P. R. R. Co.		20.19	
Castroville to Lake Majella	S. P. R. R. Co.		19.60	
Spreckels Junction to Spreckels	S. P. R. R. Co.		2.82	
Surf to White Hills	S. P. R. R. Co.	10.35		
	S. P. Co.	3.96	14.31	
Total Branches				132.69
Total All Tracks Coast Division				582.52

TERMINAL SUPERINTENDENT

J. G. SELDEN	San Francisco

ASSISTANT TERMINAL SUPERINTENDENT

W. P. OLSEN	San Francisco

TERMINAL TRAINMASTERS

F. HINCH	San Francisco
C. H. KOONS	San Francisco

ROAD FOREMEN OF ENGINES

W. G. FIFIELD	San Francisco
M. E. KETCHUM	San Luis Obispo

TRAINMASTERS

J. M. CARDWELL	San Francisco
W. D. LAMPRECHT	Watsonville Jct.
F. E. KALBAUGH	San Luis Obispo

ASSISTANT TRAINMASTERS

W. H. FERGUSON	Salinas
J. E. SCHWARTZ	Salinas
C. E. JONES	San Francisco
M. R. HARRINGTON	San Luis Obispo
T. W. BERNARD	Surf

ASSISTANT TRAINMASTER—DIVISION EXAMINER

T. W. ROBY	San Francisco

CHIEF TRAIN DISPATCHERS

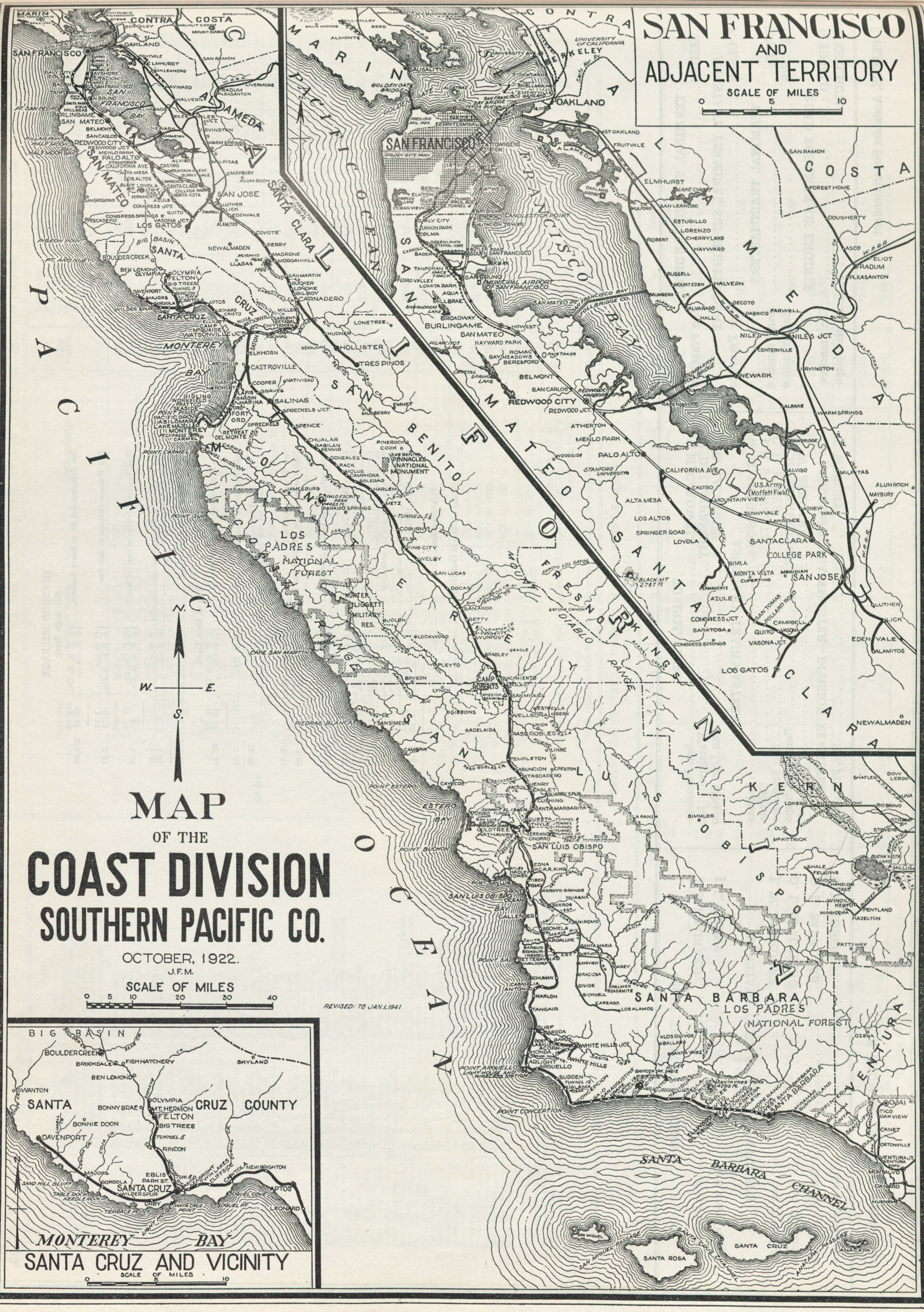
A. S. BRAINARD	San Francisco
J. L. EMERY	San Luis Obispo

ASSISTANT CHIEF TRAIN DISPATCHERS

J. W. DEARDORF	San Francisco
O. L. SPAULDING	San Francisco
D. B. SAUNDERS	San Luis Obispo
C. R. ROBERTS	San Luis Obispo

E. C. PEARCE, Assistant Superintendent

B. S. BAUMAN, Assistant Superintendent



MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.

OCTOBER, 1922.
J.F.M.

REVISED: TO JAN. 1, 1941

SCALE OF MILES
0 5 10 20 30 40
N.
S.
W.
E.
PACIFIC OCEAN
SAN FRANCISCO AND ADJACENT TERRITORY
SCALE OF MILES
0 5 10
SANTA CRUZ AND VICINITY
SCALE OF MILES
0 5 10
MONTEREY BAY
SANTA BARBARA CHANNEL
CALIFORNIA
SAN FRANCISCO
SAN JOSE
SANTA CRUZ
SALINAS
SAN LUIS OBISPO
SANTA BARBARA
VENTURA
LOS PADRES NATIONAL FOREST